The New-York Times.

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ANOTHER POSTPONEMENT.

THE GREAT ROWING CONTEST NOT YET DECIDED.

THE WATER EXCESSIVELY ROUGH IN THE AFTERNOON — THE COMMITTEE CENSURED—LACK OF ENTHUSIASM—RESIGNATION OF THE SPECTATORS.

Special Dispatch to the New-York Times.

SARATOGA, July 17.—The regatta has been again attempted, and again postponed in consequence of rough weather. Of course, such a state of things has created an immense amount of comment, and hard things have been said of everybody, and every one in Saratoga is accused of being in a league to cheat the public. This is quite undeserved. As far as I have been able to ascertain the facts, the whole fault must be ascribed to the wretched bungling and want of common sense of the committee. Instead of fixing upon some hour when the water was smooth, they have always had in their heads the convenience of the people who reside in Saratoga for their pleasure. The morning was calm, and the water until 3 o'clock, according to the bulletin, was smooth as glass. This tempted the crowds of visitors out to the lake, with the same result as before. Luckily, there were not as many fooled this time, for the failure of Thursday had a terrible effect upon the numbers present on the next day. The committee of the regatta sent down half-hourly bulletins of the state of the water to all the principal hotels, but truth compels the statement that there was less interest shown in these than might have been expected. This was not because there was any dissatisfaction felt at the *fiasco*, because it was well understood that the water had been so excessively rough as to make rowing utterly out of the question. It resulted rather from the natural reaction which set in after the culmination of a tremendous enthusiasm in a humiliating disappointment. The consequence was that for Friday's race there was a falling off in the spectators which was simply astounding. The race was fixed for 5 o'clock, and at 4 there were not a thousand people on the grand stand. In the Collegiate, as was natural, the disparity was not so striking, but still the change was very great. Yale had a large delegation, so also had Cornell and Columbia, but the Harvard benches were almost empty. There was also a large delegation to support Williams, and the green of Dartmouth was more conspicuous than on previous occasions.

The tollettes of the ladies showed a great falling off of devotion, for very few were dressed in the college colors. In this respect decidedly the best display was made by the friends of Yale and Columbia, and though doubtless ardent friendship dictated this, at the same time the fact that the colors are highly becoming probably counted for something. The fair one who should attire herself in the brown of the Providence boys or the orange of Princeton would be a heroine superior to the ordinary consideration of good-looking femininity, but blue or blue and white is a color that in either case demands no sacrifice, and can be worn alike by blondes and brunettes. The places in the vicinity of the two stands showed a still greater diminution of numbers. The seats on the slope in front of the Lake House were bare, and even the gardens of Interlaken were not much better. At Moon's, both on the wall and around the dock, there were great crowds, probably composed of persons who had not procured tickets, and had been deterred in coming by dread of a great rush. Still there was no comparison even then between the attendance on Friday and on the previous day.

The spectators as a general thing were resigned, and did not look upon the race as a sure thing. The wind blew lightly from the southward, but as the shells at the starting-point were sheltered by Snake Hill, this was not considered an absolute impediment to the contest. Still no one was confident, and it was evident that the fine edge of enthusiasm had been dulled in every mind. People had come determined to see the race if there was one, and if there was none, to consider that they had gone down to Moon's simply for a drive. There was no betting, and, though there was plenty of conversation, jokes, and laughter, the topic of the boats and crews was seldom touched upon. As some one said, all had started with a certain amount of ardor, and almost every one had exhausted his stock. The spectators evidently came with the dogged determination of getting something for the money they had expended, and nothing but the sight of the boats coming in at the finish was capable of bringing back the interest of the former days. Passing events connected with the contest, such as the departure of the steamers, were hourly noticed, and, if noticed, not commented upon.

The first thing that broke the ice of the day was the cheering of the Columbias at the arrival of Prof. Van Amringe, the Commodore of their navy. With him were numerous Alumni, provided with blue and white flags, to be moved strenuously in case of victory. Yale was similarly provided, and also showed them, but the other colleges kept theirs close hidden. By the time that the minute-hand was close to the appointed time for starting, the grand stand, which had received continual accessions, presented a far brighter appearance, though still it was not filled.

No gun had been fired, but one of the committee came round and passed the word along the lines that probably the race would be rowed at 6 o'clock, and that the water at the southern end of the lake was not nearly so rough as on Thursday's attempt. This was encouraging, but did not awaken any excessively profound joy in the breast of any one, because on the lake one could see sloops keeling over with the force of the southerly wind, which seemed to be momentarily increasing. The skiffs and shallops, too, were dancing up and down, and the reporters' float had a swinging movement which was slightly suggestive of sea-sickness. The willows on the opposite side, along the lake-shore road, were bending, and even sturdy men were acknowledging, though slightly, the presence of a healthy breeze. The opera-glass also showed an alarming number of white-caps in the vicinity of Snake Hill. Therefore, appearances were against hoping, but it was supposed that this breeze was born of the afternoon, and would die away by 6 o'clock.

Precisely at 6, indeed, the gun was fired, and all the college fellows shouted for joy. The wind was lighter, but it came occasionally in rather strong gusts, and as it blew from the south, raking the lake from end to end, there was considerable swell down at the finish. At this point, perhaps, the water was rougher than elsewhere, but still there were white caps showing in front of Snake Hill which looked ominous, and in spite of the firing of the gun no one felt assured that the race would take place. Boom! went the second gun, which, according to the programme, was to draw into line, but it was only ten minutes after the first, instead of thirty. As none of the boats had been observed leaving their boat-house, it was believed they had gone to the rendezvous in advance. In five minutes more a third gun was heard, which was saluted with a wild cheer from the boys. The glass showed none of the boats in position, but about ten minutes afterward a movement was observed at the Dartmouth boat-house, and their shell flashed in the rays of the sun as it was dropped into the water. From this fact it was concluded that the three guns were fired to hurry up the crews. Shortly afterward Trinity was seen coming across from the western side, but the Darmouths became invisible. It wanted now but a few minutes to 7, and everybody was rather despondent. It seemed a repetition of Thursday's experience. After weary watching, at 7:20 o'clock a fourth gun was fired, and greeted with uproarious expressions of delight, but no one had the least idea of what it meant; nor did anything happen afterward. The signal man on the judge's float was appealed to for information, but he only shook his head with a despondent air. When questioned as to whether the boats were in position or not, he was able promptly to respond in the negative. Tired and inactive, the college boys began to skylark, and then to sing their Alma Mater songs, which were pleasant enough, truly, but rather unsubstantial diet for people who wanted their suppers. Still the martyrdom was endured until 8:30 o'clock, when it was too dark to see distinctly.

Without waiting for any information about the race, the Columbia boys stampeded, and were quickly followed by all the rest of the colleges. It was almost too dark for the ascent up Leslie's bluff, but some tried it, as before, and arrived in safety without any worse damage than being well spattered with mud. Upon the road in front of Leslie's there was the same jam as before, only rendered far worse by the darkness. The carriages were in an apparently inextricable snarl owing to the folly of some country bumpkins in wagons, who had to force their vehicles through the lines, and the kicking of the horses. The shouts of men and the exclamations of timid women made the scene somewhat lively.

In sober truth, it is hard to alter this state of things until a road is built all round the lake shore, when it will not be difficult to make good arrangements; but at present the road is a *cul de sac*, and the carriages necessarily get muddled together between Moon's and Leslie's. Should the regatta be held at Saratoga next year, (this is not written sarcastically,) it is very much to be desired that this road should be built. In the meantime, at present it must be owned, in spite of the loud boasts of the Saratogians, there are many little things about the place which make it inferior to New-London.

THE REGATTA COMMITTEE CENSURED.

A GOOD OPPORTUNITY PRESENTED IN THE MORNING FOR THE CONTEST—THE RACE TO BE CALLED THIS MORNING AT 10 O'CLOCK.

Special Dispatch to the New-York Times.

SARATOGA, July 17.—The unanimous verdict of the public and press, and also some of the crews, was that the Regatta Committee had made a great mistake in postponing the University race until 5 o'clock in the evening, as it allowed of no lee-way for accidents, rough water, or other possible delays. The morning was calm, and with the exception of a little curl on the water midway on the course, the lake presented as fair a field for the great contest as the most fastidious shell-boat puller could desire. Toward noon the upper end of the lake, from the mile and a half buoy to the starting line, was like a mirror, reflecting the surrounding scenery without a waver of the outline. Not a person then near the lake, the crews included, but wished that the moment might be used, but nearly five hours were yet to elapse, and a few white streaky clouds, sent by the wind, were seen drawn out in the south-west, indicating the coming of a fresh breeze. One, two, and three o'clock came and went, and the mariners of the lake, familiar with the changes of the weather on the lake, commenced to shake their heads in ominous silence. More and more fault was now found with the Regatta Committee, who should have directed to the race be subject to the order of the referee any hour after 10 A. M. At 2 o'clock the breeze came sweeping over the lake, and the previously calm surface became more and more ruffled every moment. As the wind increased, and the ripple on the water gradually rose into little angry billows, the stupidity of the Regatta Committee in setting so late an hour for a postponed race was more generally denounced by the now rapidly increasing crowds who dreaded another disappointment. At 3 o'clock the lake presented a fine marine picture, but a poor outlook for a shell-race, and but little hope for the better was entertained when the whistle of the judges' boat signalled "all aboard." Steaming up to the upper end of the course with two shell boats in tow, the little steamer encountered white caps which broke over her bows and sent the silvery spray over the disconsolate party aboard, while the two shallow skiffs in tow were rapidly filling, and within a mile of the dock one of them snapped her painter, the quantity of water shipped making the strain too great for a half inch manila rope. After bailing out this boat, and lashing her close to the stern, the launch again got under way, to repeat the same operation on the next half mile. The boats were then set adrift with a crew to do the best they could, and the judges proceeded as rapidly as possible to the Columbia quarters, near the starting point, where a number of the crews were assembled. Fortunately some of them were unable to leave here the previous evening, and they had, therefore, no trouble nor risk to bring their frail barks to the rendezvous. Five o'clock, the hour named, came and went, with no prospect of a calm; but all at once the clouds assumed a softer and more fleecy appearance, and the wind and water gradually subsided into a state of tranquillity.

A hurried consultation was held betw een the powers, in command, and at 6:05 o'clock the cannon belched forth the order to prepare. The rowers reclining at their best ease prior to the grand struggle, rose quickly from their recumbent positions, and commenced to look to their boats and oars, oiling their sliding seats and the leathers of their oars. Where a moment before all seemed nearly inanimate all was now life and bustle, and the shores of the lower course were anxiously scrutinized for the only absentees—Cornell, Dartmouth, and Williams. The sun was gradually approaching the western hills, and the interval of thirty minutes announced to elapse between the first and second guns passed, and still no sign of the absent crews. Another weary twenty minutes passed, and judges, crews, and reporters began to fret and fume. when the Williams boat was discovered in tow to a skiff rounding the point above the Dartmouth boat-house. Seven o'clock came and passed, and yet no sign of Cornell or Dartmouth; but ten minutes later the boat of the latter hove in sight, also being towed. At 7:20 o'clock the wind again freshened, and the ripple on the water again swelled into a short, choppy sea. Two minutes more, and another gun was fired. All were now ready but the absent cornelian and while the magentas of Harvard, the blue of Yale, the orange of the Princeton, the green of Dartmouth, and the purple of Williams, and mingled harmoniously in the subdued light, a shout now announced tidings from the Cornell crew, who had twice essayed to cross, but found the water too rough. This messenger also announced that one of the steam launches which had been sent to hurry the tardy crew had broken her shaft, and now rolled helplessly midway on the course. One of the others was quickly dispatched to tow her out of the line, and she also brought the Cornell shell in tow. All was now in readiness, and the Dartmouth crew, launching their shell, pulled rapidly for the starting point. The wind, meanwhile, again increased in violence, and when the Williams crew, five minutes later, set their ship on the lake, it was again blowing hard. Nevertheless, Harvard followed, after a short interval, then came Princeton, then Yale, Wesleyan, Trinity, and Columbia, Cornell embarking last. The referee's boat followed them quickly to the starting point, but the rapidly fading twilight made it almost impossible to distinguish the designating colors.

It was now 8 o'clock, and growing dark and stormy. The nine crews were seen to flock around the judges' boat, and the result was readily anticipated. No race to-day. Another postponement was inevitable. If the crews had started, it would have been impossible to distinguish the one from the other. The Regatta Committee, Messrs. Ferry, Appleton, and Thomas, at last realized the odium which would fall upon them in consequence of such ridiculous mismanagement, and then at last concluded to do what they should have done in the first place—leave the matter in the hands of the Referee, Mr. William Wood, an experienced veteran. Mr. Wood being at liberty to act, ordered the race on call at 10 o'clock Saturday morning, and it is sensibly left to his discretion to send the boats in line for the start at that hour, or any other which in his judgment will present a fair course for the race.

SARATOGA DESERTED.

A GOOD DAY FOR THE HACKMEN—HOW THOSE WHO REMAINED AT THE HOTELS ENJOYED THEMSELVES.

From Our Own Correspondent.

SARATOGA, Friday, July 17, 1874.

Although disappointed yesterday, the people who determined to see the regatta re-engaged their vehicles, at fabulous prices, and hastened to the lake. The bulletins posted at the telegraph offices reassured them, and the postponement of yesterday they did not believe would be repeated.

By 3 P. M. the whole aspect of Saratoga had changed. The streets were nearly deserted and the piazzas, vestibules, and waiting-rooms of the hotels were silent. The life and noise of the forenoon had vanished and the place looked something like it does at the opening and closing of the season. The most singular contrasts were afforded to the unfortunates who had not been able to obtain conveyances to the lake by the absolute rural quietude of the some time busy thoroughfares. Not a vehicle stood before the shops or places of public and private entertainments. Even the dogs seemed to have forsaken the town, and Saratoga, by comparison, might be called deserted. The shop-keepers left their emporiums and marts, and the tired and worn-out hotel clerks and porters dozed in their chairs, obtaining sadly needed rest after the last few days' unparalleled toil in their avocations. True, the general stillness of the place was broken now and again by the passage through its streets of some boisterously jovial party of visitors from the surrounding country on their way in a Shanderdan to the lake. These were watched and really envied by the few dozen fat or lazy persons on the sidewalks, who not having any means of reaching the regatta except afoot, preferred staying in town to tramping through the dusty roads. Several persons came up and down also on the trains arriving in the afternoon, and, finding that the race had been postponed until evening because of the wind, many of them determined to walk to the lake, and boldly stepped out in that direction. The laggards remaining behind amused themselves in visiting the different hotels and viewing the rooms at the United States, Congress, and Grand Union, where the regatta ball was to occur to-night. As the day wore on, these good people began to congratulate each other on having escaped the exorbitant charges of the rapacious liverymen, for they knew that they should hear the full particulars from the spectators in the evening, besides having the advantage of being cool and fully capable of enjoying the ball after supper. About 4 o'clock stages and vehicles of every kind that had been engaged by parties in the morning and previously to take them to the lake, and wait there for them, very coolly made their appearance in Saratoga, and their owners, with sharp eyes to the main chance, offered to take the comfortable laggards out for $5 a piece. The old spirit of curiosity thus revived in some induced them to accept a jaunt thither, even on these terms, so that the livery-men did quite a thriving business during the day. Many in this way were taken out to the regatta, and those who had gone in the same vehicles in the early part of the day, having a prior lien on them, as a matter of course returned in them, so that the second lot of persons were compelled to walk home, a distance of nearly four miles. Scarcely a lady was left behind in Saratoga, for, with wise forethought, their student friends had secured conveyances to the lake for them, knowing full well that the present and ultimate success of intercollegiate regattas depended assuredly on their popularity with the fair sex. Saratoga was left in the hands of a few gentlemen and servants, and the former philosophically set about passing the day as happily as possible. They had clear piazzas, commodious and well-ventilated rooms to aid them, and a fine refreshing breeze swept through the buildings and along the walks, rendering their compulsory sojourn anything but unenjoyable. Then, too, the gentlemen had the billiard-rooms to themselves, and many a one was attracted thither by the sharp sounds of active cues and carroming balls. Little whist and poker bouts were cozily conducted in shady nooks and cool retreats, and oft the perfect quiet of the bar-rooms was disturbed by the pop of a champagne cork and the suggestive fizzing of the effervescent nectar. Never were Saratogan guests more completely freed from the turmoil and fever of the famous watering-place, in the height of the season, than they were to-day between the hours of 3 and 7 P. M.

PRESENTATION TO THE WESLEYAN CREW.

SARATOGA, July 17.—The sum of $2,000 was subscribed and presented to the Wesleyan crew to-day.

WASHINGTON.

A DEBT OF THE LATE DISTRICT GOVERNMENT.

GENERAL SPINNER'S LETTER — THE SAFE BURGLARY INVESTIGATION—CHARLES A. DANA'S INDICTMENT DOUBTFUL.

Special Dispatch to the New-York Times.

WASHINGTON, July 17.—The statement made by the President in his brief message to Congress to the effect that the issue of the three-sixty-five per cent. bond for the payment of the creditors of the District of Columbia would look like repudiation, is likely to receive a practical illustration in the adjustment of the affairs of the District by the present governing commission. A bank director from New-York yesterday presented a claim of $5,000, founded upon the note of the late Governor of the District in his official capacity, which was the balance of a loan of $50,000, made in December last, to meet the January interest on the District debt, $45,000 of which was subsequently paid. The Commissioners do not find in the law any authority to place this claim in any of the classes the payment of which was authorized to be made out of the Congressional appropriation of $1,300,000. It is not a charge against the July interest, nor is it indebtedness secured by collateral, and the commissioners will probably be compelled to decide, notwithstanding the character and justice of the claim, that it belongs to that class of claims against the District of Columbia which are proposed to be audited, and for which there is no other means of payment than the three-sixty-five bond. If the creditor declines to accept this, his only other recourse would seem to be by suit against the district, in which event, it is believed, he would be certain of a judgment. There are scores of other cases, not of this precise character, but having in them the same elements of equity and justice, for the payment of which there is no alternative, except this bond, or a suit of law and indefinite delay.

Gen. Spinners' letter to the President relative to appointments in his bureau under the civil service rules is brief and moderate. He states in it his views as to the assumed abolition of the system, and considers the propriety of according to himself the right to select his own clerks, since Congress holds him personally responsible for the custody of the funds.

Bliss, the person who is alleged to have been the prime mover in the safe-burglary matter, and who has long been promised by the prosecution, has not yet been produced, but is now daily expected. Meanwhile the investigation proceeds, and the evidence seems to be disconnected and inconsistent. A presentment in the Dana case is still extremely doubtful.

THE POSTAL CONVENTION WITH FRANCE.

The Postal Convention between the United States and France, signed at Washington on the 28th of April, 1874, was promulgated to-day, and will be carried into operation on the 1st of August next. It provides for a direct exchange of correspondence in closed mails between the United States on one side, and France and Algeria on the other, in steamers of the French and Hamburg Lines, plying directly between the two countries, embracing as well letters, samples, merchandise, photographs, newspapers, and printed matter of all kinds. The single rate of international postage for ordinary letters is fixed at nine cents in the United States for each weight of fifteen grammes—half ounce—or fraction thereof, and at fifty centimes in France for each weight of ten grammes or fraction thereof. The prepayment of postage on ordinary letters is optional, but any letters unpaid or ineffectually paid will be charged at destination, in addition to the unpaid or deficient postage, with a fixed fee of five cents in the United States or twenty-five centimes in France. Letters only can be registered, the international registry fee being ten cents in the United States and fifty centimes in France, which must be prepaid in all cases.

THE NEW CURRENCY LAW.

Some of the Western banks instead of asking for additional circulation, continue to retire some of their existing circulation under the new law. A large bank in St. Louis to-day retired a considerable portion of its circulation. It seems certain that there will not be any profits upon the $55,000,000 for withdrawal from the Eastern States until very late in the Fall, if at all before the meeting of Congress.

Dispatch to the Associated Press.

A COMPETITIVE EXAMINATION FOR NAVAL CADETS.

The examination of the young men who receive permits to report for admission into the Naval Academy as cadet engineers takes place on the 15th, 16th, and 17th of September, instead of any time between the 15th and 25th as heretofore. This will be a competitive examination. Each candidate stands on his merits, and the best qualified will receive the appointment. A recent act of Congress permits the appointment of twenty-five cadet engineers annually.

NAVAL NOTES.

The United States steamer Despatch, now at the Washington Navy-yard, is expected to leave here about the 4th of August with the Senate Committee on Naval Affairs on board to visit the navy-yards and stations on the Atlantic coast, with a view to inquiring into the expediency of reducing the number, the committee having been authorized to make such examination at the last session of the Senate. The United States steamer Colorado, at Norfolk, will be ready for sea to-morrow. Since her arrival at Norfolk she has lost quite a number of men by desertion. The Secretary of the Navy has addressed a complimentary letter to Ensign T. C. Spencer, who, it will be remembered, acted very gallantly on the occasion of the capsizing of a boat belonging to the United States steamer Fortune, on the coast of Mexico. He has also complimented Boatswain's Mate Christopher Fowler for heroism at the same time, and has awarded a medal of honor to him. The Secretary fully appreciates such acts of valor, and is always ready to acknowledge them to the fullest extent. Rear Admiral C. R. P. Rogers has been appointed by the President Acting Chief of the Bureau of Equipment and Recruiting during the temporary absence of Rear Admiral Reynolds. Passed Assistant Engineers E. Olson and D. M. Fulmer, and Assistant Engineer E. G. Allen have been detached from duty connected with the Tennessee and placed on waiting orders. Carpenter Thos. McGlone is detached from the Canandaigua and placed on waiting orders. Information has been received at the Navy Department that the United States steamer Congress arrived at Monrovia, Liberia, June 5, en route to Cape Palmos. She expected to reach Gibraltar about the middle of July.

POWERS OF THE COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

Acting Attorney General Phillips has decided that the Commissioners of the District of Columbia, appointed under the act of June 20, 1874, have full power to appoint Notaries Public for said District, as the law under which they were appointed expressly confers upon them the power to make appointments to any office authorized by law.

A CIRCULAR FROM TREASURER SPINNER.

In response to various inquiries, Treasurer Spinner has issued a letter declaring that national bank notes should not be canceled before being sent to him for redemption. The redeemed notes will be canceled in the Treasurer's office. Second, that national bank notes will be received to make good the five per cent. redemption fund; but the first deposit of five per cent. must be made in legal-tender notes. Any excess over the amount required to make good the five per cent. fund of the bank forwarding the same will be remitted in legal-tender notes, forwarded from the Treasurer's office. The payment for the excess cannot be made in drafts. Third, that Assistant Treasurers should receive on account of transfers of deposit such bank notes as are redeemable at their full face value at the Treasury Department.

ORGANIZATION OF THE NEW BOARD OF INDIAN PEACE COMMISSIONERS.

The new Board of Indian Peace Commissioners met at the Interior Department to-day. There were present Messrs. Sibley, Fisk, Lang, Roberts, and Smith. Messrs. Butler and Turney were absent, and there are three vacancies not filled. An organization was effected by the election of Mr. Fisk as chairman and Mr. Smith as secretary. An Executive Committee was chosen, consisting of Messrs. Smith, Roberts, and Butler, and a Purchasing Committee, consisting of Messrs. Sibley, Butler, Turney, and Lang. The Commissioners then made a formal official call on the Actiug Secretary of the Interior and Commissioner of Indian Affairs.

SALE OF STAMPED ENVELOPES.

The effect of the reduction of the rates on package envelopes from eighteen to eight cents is shown in the increase of sales. During the last quarter of the fiscal year there were 1,020,000 issued, while the number issued for the entire year ending June 30, 1873, was but 2,203,000. During the year ending June 30, 1870, there were 138,815,500 stamped envelopes sold by the Post Office Department through postmasters, being an increase over the preceding year of about 600,000.

DECISION ON THE PAYMENT OF CLAIMS.

Second Controller Broadhead, upon the question submitted to him by the Second Auditor in regard to the adjudication of claims arising under the provisions of the Army, Legislative, Judicial, and Executive, and Sundry Civil Appropriation bills, in regard to carrying appropriations to the surplus fund, decides that there are no appropriations applicable to the payment of claims arising prior to July 1, 1872, except permanent, specific appropriations, and appropriations for rivers and harbors, light-houses, fortifications, public buildings, pay of the navy and Marine Corps, and claims arising under contracts expiring June 20, 1874. All other claims which arose prior to July 1, 1872, are to be examined and passed upon as heretofore, and the balances found to be due thereon are to be certified in detail to the Secretary of the Treasury for transmission to Congress.

THE KENTUCKY SOLDIERS' HOME TO BE SOLD.

Col. T. G. Pitcher, United States Army, J. M. Tebbetts, and James Taylor, the board appointed to appraise the property belonging to the Soldiers' Home at Harrodsburg, Ky., known as Harrodsburg Springs, have made such appraisement, and value the property at $63 33 per acre. There are 203 acres in the tract, making the cost thereof about $12,855. The Secretary of War has approved the action of the board, and the property will now be sold to the Board of Trustees of the Widows' Home and Orphans' University of the Independent Order of Oddfellows, as authorized by act of Congress of June 18, 1874. The money received from the sale of the property will be paid to the Board of Commissioners of the Soldiers' Home.

BANK DIVIDEND DECLARED.

The Controller of the Currency has declared a dividend of thirty-five per cent to the creditors of the late First National Bank of Petersburg, Va. This is the second dividend, and makes a total of sixty per cent.

THE FREEDMAN'S TRUST COMPANY.

The Commissioners to settle up the affairs of the Freedman's Savings and Trust Company are busily engaged examining the books of the institution, and will in the course of a few days issue a circular to those interested giving an approximate statement of what they expect to be able to do do, and urging them not to sacrifice their claims, but retain them if possible until the affairs of the institution be arranged, when it is expected that nearly the whole amount of the claims will be paid.

THE CABINET.

Secretary Fish having returned to this city, there are but two members of the Cabinet absent, Secretary Delano and Attorney General Williams.

ESTIMATES OF THE TREASURY DEPARTMENT.

The Secretary of the Treasury has transmitted to the various heads of departments blank forms for estimates for the fiscal year ending June 30, 1876, together with a circular, in which he says: "All estimates should be forwarded on or before the 1st of September to allow of their preparation and publication within the time prescribed by law. The Committees on Appropriations will meet in November for the purpose of preparing appropriation bills for early presentation to Congress. It is, therefore, highly important that estimates should be furnished to the Treasury Department at the date here given."

GEN. SHERIDAN ADVOCATES AN OFFENSIVE POLICY AGAINST THE INDIANS.

Gen. Sheridan has forwarded, through Gen. Sherman, a request to be allowed to use the Sixth Cavalry for offensive operations against the Indians, and advocating generally an offensive policy as more effective and more economical than a defensive policy.

FINANCIAL NOTES.

The Treasury of the United States to-day received $704,528 in national bank notes for redemption, making the total amount to date $5,165,203. The balances in the Treasury at the close of business to-day were: Currency, $12,652,474; special deposit of legal tenders for the redemption of certificates of deposit, $60,280,000; coin, $70,310,900; including coin certificates, $32,746,200; outstanding legal tenders, $382,000,000.

PERSONAL.

Surgeon Warren Webster, U. S. A., has been relieved from duty in the Department of California and ordered to report in person to the Surgeon General of the army, in this city.

THE WEATHER.

PROBABILITIES.

WASHINGTON, July 18—1 A. M.—*For New-England, the Middle States, and the lower lake region, generally clear weather will prevail, with south or west winds, no decided rise of temperature, and falling barometer.*

IN THIS CITY.

The following record shows the changes in the temperature for the past twenty-four hours, in comparison with the corresponding day of last year, as indicated by the thermometer at Hudnut's pharmacy:

	1873.	1874.		1873.	1874.
3 A. M.	72°	68°	3:30 P. M.	81°	83°
6 A. M.	72°	66°	6 P. M.	75°	79°
9 A. M.	75°	72°	9 P. M.	71°	76°
12 M.	78°	76°	12 P. M.	70°	74°

Average temperature yesterday.....74½°

Average temperature for corresponding date last year.....74½°

ARRIVAL OF THE WISCONSIN.

The over-due steam-ship Wisconsin, of the Williams & Guion Line, arrived at a late hour last night. Serious fears were entertained for her safety, as she was seven days over her time.

A KENTUCKY TRAGEDY.

LOUISVILLE, Ky., July 17.—Daniel Matheney was shot at Harrodsburg, Ky., to-day by James Slaughter. The latter charged Matheney with criminal intimacy with his (Slaughter's) wife, which Matheney admitted, when Slaughter drew a revolver and fired, inflicting a fatal wound. The entire Harrodsburg Bar have volanteered to defend Slaughter.

THE CHICAGO FIRE.

CHICAGO, Ill., July 17.—An erroneous impression has gained ground that the Exposition building was destroyed or injured by the fire on Tuesday night. The building is intact, and the September exhibition will be held in it, as previously intended.

A SWINDLER'S OPERATIONS.

SYRACUSE, N. Y., July 17.—One Chester J. Lyon, a young man of thirty years, hailing sometimes from Lyon's Falls and sometimes from New-York, has recently been in Syracuse, Ithaca, and other places, obtaining money on sight drafts on New-York banks, which always turn out to be worthless. He belongs to a very wealthy family in Lewis County, and gets indorsements on the strength thereof. It appears that he has squandered his patrimony, and has for some time been raising money as above around the country. He succeeded in getting several hundred dollars in this section, and then left. The public are warned against him.

THE M'CORMICK HYDROPHOBIA CASE.

VERDICT OF THE CORONER'S JURY AFTER A FOUR-HOURS' CONSULTATION.

In the case of Mr. William McCormick, who died at his residence, No. 309 East Fifty-first street, on the 25th of June from hydrophobia, the jury, consisting of Profs. Frank H. Hamilton, Abraham Jacobi, Merydith Clymer, and Drs. T. M. B. Cross, A. McLean Hamilton, Warren Schornover, E. D. Levitt, P. W. Cremin, Charles P. Russell, and W. W. Strew, met at the residence of the foreman, Prof. Frank Hamilton, No. 43 West Thirty-second street. Coroner Kessler and his deputy, Dr. S. N. Leo, were in attendance. The jury retired for consultation at 8 o'clock, and at 12:15 o'clock this morning, found the following verdict:

To Adolph Kessler, Coroner of the City and County of New-York:

SIR: In obedience to your instructions, we have made diligent inquiry in relation to the cause of the death of Mr. W. McCormick, and we find that he came to his death on the 25th of June, 1874, of hydrophobia. We have been unable to establish conclusively by what dog the disease was conveyed to McCormick. We regard hydrophobia as a disease communicated only by inoculation, with a specific virus, and not capable of transmission from a non-rabid animal. A vote taken on this point was not unanimous, Drs. T. M. B. Cross, G. D. Levitt, and F. H. Hamilton voting in the negative on the ground that the question involved was not definitely determined. Your Honor, in the course of your excellent charge made to us at the close of the testimony, having expressed a desire that we should make to mak to the public som suggestions of a practical character, we beg to say, in order to appear impounded apprehensions on the part of those who have been bitten by rabid animals, that only a small proportion of those so bitten, ever become hydrophobic.

As a means of prevention we recommend that a person bitten by a dog or any other animal, if the wound is received in a part where it is proper to practice excision, to have the wound at once thoroughly excised, and then allow the wound to bleed for a few minutes in a basin of warm water, and should then be cauterized with nitrate of silver, nitric acid, caustic potassa, hot iron or a burning coal. In case a surgeon cannot be found to practice incision, the patient should apply a cord above the wound, then suck the wound, (provided he has no excoriations on his mouth,) and at the first opportunity apply some one of the caustics above mentioned. At any period prior to the development of the disease it will be proper to excise the cicatrise and cauterize.

The vote taken on the resolution with regard to the treatment of injuries from the bites of dogs and other animals was not unanimous, Drs. Clymer, Schoonover, Cremin, and Strew voting in the negative. We suggest that all dogs within the Metropolitan District be subjected to an annual tax sufficient in amount to secure a prompt abatement of their number, and that dogs without owners shall be seized and carried to the Pound, to be there kept for one week, when, if not claimed, they shall be destroyed. To the direct question of the Coroner whether the post-mortem investigations in this case are of any scientific value in determining the pathogeny of the disease, we answer in the negative, Drs. Frank H. Hamilton, T. M. B. Cross, P. W. Cremin, and E. W. Levitt dissenting."

The jury passed a vote of thanks to Coroner Kessler for his conduct of the case.

RAILROAD AFFAIRS.

THE WESTERN RAILROADS — ADVANCING FREIGHT RATES.

CHICAGO, July 17.—At a meeting of the General Superintendents and General Freight Agents of all the railroads leading to the South-west, yesterday, it was decided not to pool the earnings, but to advance the present freight rates to South-western points ten per cent. All opposition between the companies is now obviated, and high rates will be obtained.

THE TIMBER BROOK RAILROAD.

TRENTON, N. J., July 17.—Articles of association under the general Railroad law were filed to-day in the Secretary of State's office for the construction of the Timber Brook Railroad, to run from a point on the Morris and Essex Railroad at or near Port Oram, in Morris County, to a junction with the Green Pond Railroad at or near the mines of the Timber Brook Iron Mining Company, in Rockaway township, Morris County. The length of the road is twelve miles. The stock is $200,000.

BY MAIL AND TELEGRAPH.

The internal revenue receipts yesterday were $332,638.

Daniel H. Hannen, of Peabody, Mass., while bathing with a party of fellow-excursionists on Thursday was drowned. He leaves a wife and five children.

Mrs. Elizabeth Carey was run over and instantly killed yesterday by a train of cars on the Lehigh and Susquehanna Railroad, at Pleasant Valley, Penn.

Deputy Sheriff Kline, who was murdered on Thursday near Clarksville, Ark., was a native of Morristown, N. J. He was twenty-six years of age, and of excellent character.

While unloading the schooner Frank S. Magee at Boston, yesterday, Thomas McCloud, aged forty, was knocked by the bucket into the hold and killed. He leaves a wife and three children.

Eben Alden, a well-known resident of Rockland, Me., about sixty years of age, left his home, on Wednesday morning, while in a state of mental depression. Yesterday afternoon his dead body was found north of the cemetery.

The steamer Gladiola, from New-Orleans, for Jefferson, Texas, struck a snag on Tuesday night at Hyams, broke in two, and sank immediately. She is a total loss. Part of the cargo has been saved, but is damaged. The boat is insured in Pittsburg for $10,000.

A meeting of the manufacturers of Fall River, Mass., has been held to discuss the question of shutting down the mills during next month, or a portion of it. The representatives of a few of the mills objected to stopping at present, and no action was taken. Two or three of the mills will close for a few weeks for repairs.

The members of the Virginia Educational Society, in session at Norfolk, Va., visited the Hampton Colored Normal School yesterday by invitation of Gen. Armstrong, its Principal. They were entertained with a lunch, after which they visited the fort and attended dress parade.

LOSSES BY FIRE.

A fire in Princeton, Ill., yesterday morning destroyed eight business houses. Loss, $20,000; no insurance.

Graham & Lount's carding factory, at Barrie, Canada, was destroyed by fire on Thursday night. The loss is $18,000.

The picking-room of Haight & Mellor's woolen mill, in New-Windsor, Orange County, N. Y., was burned last night. Loss about $5,000; no insurance.

SENATOR GORDON'S EXPLANATION.

ATLANTA, Ga., July 17.—Senator Gordon denies that he ever claimed any intimacy with President Grant, or to know anything of his political views or purposes from any conversation with him, or that he ever had any communication with Gen. Grant as to party organizations or programmes, past, present, or future.

A SUDDEN DEATH.

MANCHESTER, N. H., July 17.—Elijah L. Watson, Assistant Superintendent of the Concord Railroad, was taken suddenly ill while eating dinner at a saloon, to-day, and died in three minutes. It was a case of paralysis

LATEST NEWS BY CABLE.

GREAT BRITAIN.

THE CESSION OF THE FIJI ISLANDS.

LONDON, July 17.—In the House of Lords this afternoon the Earl of Carnarvon, Secretary of State for the Colonial Department, stated that her Majesty's Government was ready to accept the cession of the Fiji Islands if it was made unconditional, but the sixteen conditions proposed by Fiji were not acceptable. The Governor of New South Wales has been instructed to submit the views of the Government on the matter to the King and inhabitants of the Fiji Islands.

THE ELCHO SHIELD WON BY SCOTLAND.

LONDON, July 17.—Scotland won the Elcho shield at the Wimbledon meeting, England second, and Ireland third.

The benchers of Gray's Inn have decided to limit the Kenealy inquiry to the fact, whether or not he is the editor of the *Englishman*.

A dispatch from Lausanne, Switzerland, announces the death in that city of Rev. Mr. Goodrich, a grandson of Noah Webster,

THE FIRE AT ROTHERHITHE.

LONDON, July 17.—Thirty-five thousand gallons of creosote were destroyed by the fire at Rotherhithe yesterday.

PASSAGE OF THE LICENSING BILL.

LONDON, July 18—5:30 A. M.—The Licensing Bill passed the House of Lords last night.

STEAMER ARRIVAL.

QUEENSTOWN, July 17.—The Cunard steamship Calabria, from New-York, arrived at 9 P. M. and proceeded for Liverpool.

FRANCE.

DISSENSIONS IN THE MINISTRY.

PARIS, July 17.—There are dissensions in the Ministry upon questions of general policy, but no change in the Government, other than the retirement of M. Magne, which is expected to take place before the debate of next Monday on M. Ventavon's report from the Committee of Thirty.

RESIGNATION OF THE MINISTER OF THE INTERIOR.

PARIS, July 17.—M. De Fourtou, Minister of the Interior, has resigned, and President MacMahon has accepted his resignation.

It is said that in consequence of the refusal of the Minister of the Interior to authorize the prosecution of M. Rouher, the Duke Decazes threatened to resign if Fourtou remained in the Cabinet. Another cause which led to the resignation was that Mr. Fourtou differed from his colleagues in regard to the policy determined upon by them, of constituting a definite Government until the expiration of MacMahon's term.

SPAIN.

SIXTEEN HUNDRED WOMEN AND CHILDREN IN THE HANDS OF THE CARLISTS.

PARIS, July

PHILOLOGY.

THE AMERICAN PHILOLOGICAL ASSOCIATION.

THURSDAY'S PROCEEDINGS—THE PAPERS READ—SUBJECTS OF DISCUSSION.

From Our Own Correspondent.

HARTFORD, Conn., Thursday, July 16, 1874.

Very properly, the discussions of the Philological Association are so arranged that the more popular papers are read at the evening meetings, when it is expected that the public will be more largely represented than during the day. To the average listener, therefore, the exercises of Tuesday and Wednesday evenings have been the most interesting of the present session. The address of the President on Tuesday evening, although exhibiting at every point the acute and laborious philologist, was yet largely devoted to such practical topics as the reform of English spelling, and the formation of a scientific language. By no means destitute of system, it was nevertheless a curious and attractive miscellany of linguistic facts, suggestions, and anticipations, well calculated to diffuse a taste for philological studies, and the "comparative" method among those whose education has not led them hitherto in such a direction.

On Wednesday evening the first paper, by Rev. Carl W. Ernst, of Providence, was devoted to a clear and interesting account of the pronunciation of German vowels. This was followed by an essay by Col. Higginson, of Newport, on the "Origin and History of the Word Philanthropy," who threw around the discussion of the question the charm of elegant diction and a wonderfully fluent style. A topic which, in the hands of the ordinary scientific philologist would have been merely a skeleton or a heap of dry bones, became beneath his touch a living body clothed upon with beauty. Mr. Higginson showed that in the English language "philanthropy" is a very modern word—not having found a place in the first edition of that pioneer dictionary, Minshew's *Guide to the Tongues*, in 1617, but having made its first appearance in the edition of 1625, where we read: "Philanthropie; humanitie, a loving of men." It was taken directly from the Greek, in which language it first appeared in the *Prometheus Bound* of Æschylus, where it bore the definite idea of love for mankind. By quotations from Plato, Plutarch, Epictetus, and others, Mr. Higginson showed that the idea of human brotherhood and the unity of the race was quite familiar to the Greek mind, and that Christianity had not created it, but had only added some new graces to it. The essay was to a considerable extent a defense of the spirit of the old classical paganism, and the argument was all the more effective because introduced somewhat covertly, under the guise of a philological discussion. The audience which listened to these papers was not large—for the heat of the weather is evidently taking effect upon the men of science—but it was chiefly composed of intelligent ladies, in whose presence the gallant defender of women's rights may very well have recognized a tribute to his chivalry.

THURSDAY MORNING'S SESSION.

The first paper of the morning was on the "Formation of Tenses for Completed Action in the Latin Finite Verb," by Prof. Albert Harkness of Brown University; a subject which involves one of the most difficult of all the problems upon which comparative philology is now engaged. The Latin, Greek, and Sanskrit languages, inherited from the mother-tongue of the Indo-European family the power to express completed action by means of reduplication, and to create new tense forms through the help of auxiliary verbs. The Latin is distinguished from the other two languages by a freer use of compound-tense forms to supply the place of the reduplication, which is employed only in the perfect. In the *endings* of the Latin perfect, however, there are several marked peculiarities which have never been explained. Bopp, Schleicher, and Corssen have alike failed here, and it is evident the problem can be solved only by some new method. Prof. Harkness, therefore, suggested a different treatment of the auxiliaries *esi* and *fui*, which are used in the formation of perfects in *ui*, *vi*, and *si*, and aimed to trace these auxiliaries back to their primitive forms. His investigation was summed up as follows: 1. The tense sign of the Latin perfect in all verbs, is the reduplication, or its equivalent. 2. The peculiarities of the Latin perfect, are the direct result of the reduplication of *es*, or of its combination with *fui*. These peculiarities are all explained without doing violence to any known law of the language, and without the insertion of a single letter.

To some of Prof. Harkness' positions exception was taken by Prof. Whitney, of Yale, who recognized the fact of reduplication, but denied that the coupling together of two different roots in a word could be considered as such, especially as this combination must have taken place, if at all, in a very early stage of the primitive language, when the two roots had not yet become synonymous. Prof. Harkness' views were defended by Mr. Alonzo Williams, of Providence, with considerable earnestness, and also, (very modestly) by the Professor himself.

The second paper was by Prof. G. Fischer, of New-Brunswick, N. J., on the "Present Condition of Latin Grammar." It dealt so largely with abstract questions of syntax, and so abounded in quotations from Latin authors that no adequate report can be given of it. This was followed by a learned paper on the "Life of Xenophon at the Period of the *Anabasis*," by Mr. C. D. Morris, of Peekskill, N. Y.; and this by a paper by Prof. Whitney—supplementary, in part, to that of yesterday—on the "Relation of Vowel and Consonant, and Certain Inferences from It." Prof. Whitney directed attention, in the first place, to the fact that human speech is "articulate," that is, broken up into *articuli*, or little joints. This jointed effect is produced by the succession of opener and closer sounds in vocal language, making the impression on the ear of separate parts into which the stream of sound is broken. The only definable distinction between the vowel and the consonant is that the one is the more open, the other the closer sound; and on this distinction depends the successful classification of the alphabet as a single development. Vowel and consonant are the names for the poles of a continuous series of sounds, some of them more and others less open. Prof. Whitney showed that in the history of Indo-European speech, the tendency has ever been to make the openest vowels closer, and the closest consonants more open. It seems strange that in the infancy of speech men should have begun with the hardest utterances, aiming by degrees to make them easier; but the change has been brought about, not through a deliberate attempt to substitute the easier for the more difficult sounds, but because of the ease of transition from certain sounds to others. It is this which tends to make the vowels more consonantal, and the consonants more open. Prof. Whitney spoke in conclusion of the phonetic decay apparent in our own language, in the great and increasing prevalence of close vowels, and the almost total loss of the *ah* sound, which must be regarded as a detriment. But the process will find its natural limits, and our language will be ultimately none the worse.

AFTERNOON.

The afternoon session was devoted rather to archæology than philology, for it was largely occupied with a discussion of Dr. Schliemann's recent discoveries on the supposed site of Troy, and of Rev. Isaac Taylor's recent attempt to interpret the Etruscan inscriptions. The paper on "Troy and Dr. Schliemann's Discoveries" was presented by Prof. J. M. Van Benschoten, of Wesleyan University. It gave a good account of Schliemann's explorations and his theories in explanation of his own discoveries, and criticised some of the positions of this enthusiastic German explorer. The paper was illustrated by diagrams, and a large collection of photographic views.

The paper on the "Etruscan Inscriptions and the Latest Attempt to Decipher Them" was by Robert P. Keep, Ph. D., of Hartford, late United States Consul at Athens. It was for the most part a critical review of Taylor's recent work, and showed with considerable skill and force the unscientific method pursued by Mr. Taylor, and the absurd mistakes into which he has fallen through a disregard of the first principles of comparative philology.

Dr. J. H. Trumbull followed with a paper on the "Names, for Heart, Liver, and Lungs in Some of the Indian Languages," of which, for want of time, he gave only a brief synopsis. Dr. Trumbull's interpretation of the name "Pawnee," as meaning "slave," suggested by the Algonquin word for lungs, was criticised by Dr. Washington Matthews, of New-Rochelle, the author of an Indian dictionary, published recently in New-York.

The only remaining paper of the afternoon session was by Rev. Geo. F. Comfort, of Syracuse University on "Helveticisms in Schiller's *Wilhelm Tell*," after which the association voted to adjourn to 11 o'clock Friday morning.

A public reception was given in the evening for the members of the association and their friends.

FRIDAY'S SESSION.

READING OF PAPERS—ELECTION OF OFFICERS—ADJOURNMENT OF THE CONVENTION.

HARTFORD, Conn., July 17.—The members of the convention passed last evening socially at a well-attended reception given in their honor, and today met at 9 o'clock, when a paper was read by Prof. C. H. Brigham, of Ann Arbor, Mich., on the "Falacha Language of Abyssinia." The Falachas are the descendants of a tribe of Jews which settled in Abyssinia at a very early day, coming across from Arabia. They have lost the knowledge of Hebrew, both as it is written and spoken, and are also ignorant of Greek and Arabic. Their language is a compound of the Semitic, Falachina, and Vadina dialects. Remarks were made upon the grammar of the dialect, its orthography, numerals, pronouns, verbs, with their inflections, method of forming plurals, and other matters illustrating the tongue. The literature is in a translation of the book of Jonah in the creed, and in four short prayers. The facts of the essay were taken from the researches and discoveries of Dr. Joseph Haling.

Prof. W. D. Whitney, of Yale, read the second paper, the subject of which was, "Phusei or Thesei?" The question discussed was one which the ancient Greeks had tried to answer—whether names were given to things by nature or conventionally. The author held that there are very few words of which we can say at this time that they are simply natural expressions; words are thesei. But it must be allowed that the thesis itself is phusei. He claimed that language has for its purpose to communicate ideas. It might be a grand innate faculty of the human race, but it would never be brought into use until there was need of communication. Before that time there could be only inarticulate sounds.

Mr. John Swinton, of New-York, followed with a paper on "Linguistic Perspective." It related to the elements, forces, and scope of the English language. He showed by statistics that if it continued for another century at the ratio of growth of the last century, it would then be spoken by as many people as now inhabit the globe. It is now spoken by more people than any other European language, and is the only one that is spoken by two great powers—England and the United States. He indulged in a series of speculation concerning this theme, showing that the dominating English dialect is absorbing all local dialects.

The Committee on the Election of Officers presented the following names, which were confirmed by the society: President, Dr. J. Hammond Trumbull, Hartford, Conn.; Vice Presidents, Prof. S. S. Haldeman, University of Pennsylvania; Prof. Chas. Short, Columbia College, New-York; Secretary and Curator, Prof. Samuel Hart, Trinity College; Treasurer, Prof. Albert Harkness, Brown University. The following gentlemen were made additional members of the Executive Committee: Prof. F. P. Brewer, University of South Carolina; Prof. M. L. D'Ooge, University of Michigan; Prof. E. S. Jaynes, of Washington and Lee University, Lexington, Va.; Prof. S. S. Packard, Yale College; Prof. E. H. Twining, University of Missouri. The Publishing Committee consists of Dr. J. Hammond Trumbull, Prof. Hart, Prof. Harkness, Prof. D'Ooge, Prof. Packard.

The committee on the time and place of the next meeting reported that they had fixed on Newport and the 14th day of July, 1875, as the place and time. The report was accepted.

Prof. Brewer, University of South Carolina, referred to the invitation from Michigan which had been received, and also from the South, and suggested the propriety of having meetings in the Winter, so that meetings could be held in the South occasionally. Prof. Comfort said that Richmond would be no better than many other cities in the North, and this trip could be made by water. This would be a means of drawing in many members who would be a great help to the society.

Prof. Alonzo Williams, of Rhode Island, said: "I tried Richmond some years ago, when the people of the North were urging us on, but we found it too hot to stay there." [Laughter.]

Mr. Brigham offered a vote of thanks to the citizens of Hartford, the members of the local committee of the High School Committee for courtesy and kindness shown the association; also the railroad companies for free return tickets. The vote was passed.

The subject of a philological journal was brought up by Dr. Brigham, who called on Prof. M. L. D'Ooge, of the University of Michigan. The latter stated the chief difficulty is in finding the right editor. If this could be done the journal, no doubt, could be sustained. The minutes of the meeting having been read, the association adjourned.

THE KIDNAPPED CHILD.

PARTICULARS OF THE ARREST OF A SUSPECTED MAN IN PHILADELPHIA.

A few of the particulars of the arrest of a man suspected of being concerned in the kidnapping of little Charley Ross, in Philadelphia, are given in some of the papers of that city. The *Press*, speaking of the "well-arranged job on the part of certain rascals to extort a ransom for the return of the child to its parents," says that "the parties drove by the house every day, and by giving the children candy and talking to them, thus familiarized themselves with the locality, so that on Wednesday, July 1, they succeeded in their foul purpose." But why the Police, to say nothing of the neighbors, did not by some means become "familiarized" with the rascals, it fails to hint. However it does say that "since that time" the entire Police force of the city has been engaged in attempting to ferret out the mystery, but without avail. Of the arrest it says:

"On Wednesday afternoon Mr. Joshua Taggart of the detective firm doing business at Fifth and Spruce streets, waited on District Attorney Mann and stated that he had certain information in his possession which he thought might have some connection with the case. He and his coadjutors, Messrs. Lukens and Carlin, have since been actively engaged in working it up, and as a result of their labors Mr. Taggart yesterday afternoon arrested Christopher Wooster, who is a well-known confidence man, and is said to be a professional blackmailer, in Franklin square. It is supposed that Wooster had repaired there to meet the other parties who are implicated in the matter. He has been observed to meet at the same hour, for three days, the same persons, with whom he held earnest consultations. The arrest was made between 1:30 and 2 o'clock, and the prisoner was conducted to City Solicitor Collin's office, No. 208 West Washington square, and was there questioned as to the abduction. He denied having any connection with it, and vehemently protested that he was innocent, saying that he could prove an *alibi* from the 18th of June. Our reporter was unable to obtain the facts implicating him in the transaction. City Solicitor Collin, who questioned as to the evidence against him, remarked that he did not feel at liberty to state what the evidence was, but assured the reporter that it was sufficient to satisfy District Attorney Mann and himself that Wooster was the man wanted. What the real facts of the case are cannot be ascertained at present, but it is thought by some that in less than twenty-four hours the child will be recovered, and the other guilty parties brought to justice. This will certainly be the case if he has been in any manner interested in the abduction, and there is good reason for believing that he has. In fact, it is asserted on the streets that a certain detective has declared that he has the 'dead-wood' on him. Wooster was taken before Alderman Smith and had a hearing. The Alderman then committed him to the County Prison until a further investigation into the matter could be made. The accused is a well-built, good-looking man, about fifty years old, and about five feet ten or eleven inches high. He wears English side-whiskers and a mustache. Though the description of the man has been obtained by the Police, they have not been consulted in this case, as those who were engaged in it evidently disguised themselves so as not to be recognized. Wooster is well known in police circles, as he has been tried in the Court of Quarter Sessions for playing the confidence game, and was detected about a year ago while engaged in a blackmailing operation against a prominent merchant of this city. He is said to be just the kind of a person who would engage in a transaction similar to the outrageous kidnapping of Charley Ross. The Police force is also straining every nerve to secure the child. Chief of Police Jones recently issued orders to his Police to visit every house where there was a possibility of the lost one being stowed away, and all other houses occupied by persons who were unknown in the neighborhood. In pursuance of this direction every house of ill-fame was searched, and others where the residents were strangers. This explanation is due, now that there is a hope of the mystery being unravelled, because certain parties have protested against it, not knowing the object of the search. Though an extreme measure, all citizens should give credit to Chief Jones for his exertions."

MURDER ON THE HIGH SEAS.

It will be remembered that a few days ago mention was made of the fact that James McCarty, the first officer of the ship Cultivator, of Salem, Mass., had been sent to this country from Antwerp, per steamer Colima, by direction of the United States Minister at Brussels, to answer to a charge of murder on the high seas. Yesterday forenoon, upon the arrival of the steamer at Pier No. 2 North River, United States Deputy Marshals Crowley and Robinson boarded her and arrested the man. He was taken before United States Commissioner Osborn, and committed for examination on Monday next.

AN EXECUTIVE REPORT.

THE CHARGES AGAINST THE DEPARTMENT OF CHARITIES.

AN OFFICIAL COMMUNICATION AT LAST—THE COMMISSIONERS EXONERATED BY MAYOR HAVEMEYER.

Mayor Havemeyer has made the following report on the charges preferred against the Department of Charities and Correction. It is indorsed by the other members of the Investigating Committee:

MAYOR'S OFFICE, NEW-YORK, July 17, 1874.

In accordance with a request made by the Commissioners of Public Charities and Correction in a resolution adopted on the 7th day of May last, to "make a full, thorough and complete investigation into the alleged charges implied in the presentment of the Grand Jury of the City of New-York, April 29, 1874, I proceeded without delay to comply with that request, and named the 20th day of May for that purpose, giving due notice to all parties who might throw light upon the subject, to appear and be present on the occasion, and, accompanied by Jonathan Sturgis, Esq., whose high reputation and long experience in business eminently fitted him to share that duty with me, we commenced the investigation on that day, and I regret that the absence of Mr. Sturgis from the City prevented his being present during the remainder of the sessions.

I deemed it due to the high character of the board and to the gentlemen who compose it, in whom I had every reason to place the greatest confidence, to appoint as early a day as possible in order to give them an opportunity to refute the reflections and insinuations indicated in the presentment of the Grand Jury. It is true that no direct charge was made in that document against any individual, and its terms were so vague that the District Attorney did not find it expedient to take any action upon it. However, the vagueness and indefiniteness made it the more sweeping and general, and furnished the partisan press an opportunity to magnify the implications contained therein, and shake the confidence of the people in a number of public officers, whose appointment has always been a source of satisfaction to me.

The proceedings before the Grand Jury upon which the presentment was based were carefully examined, and the action which seemed to furnish the ground for the charges contained therein turns upon a transaction of the board in giving orders direct to one Louis Sternbach for the supply of a line of dry goods, instead of effecting the purchase through the Supply Clerk; it is also charged that the board paid a higher price for goods furnished by said Sternbach than could have been obtained anywhere else. This transaction seemed to justify the Grand Jury in asserting that since "the 1st of May, 1873, the dry goods bought by the Commissioners of Charities and Correction have been purchased in a manner at once wasteful and extravagant, leading directly to corruption, and which, in the interest of the reputation of the Commissioners, as well as of the City of New-York, should be at once reformed."

Examining the evidence as given before the Grand Jury, in which a certain William P. Lampson, the former Supply Clerk, who was discharged by the board for good and sufficient reasons, figured as the principal personage, I must confess that I failed to discover any substantial reason for the presentment subsequently made. There is certainly no wrong in the chief and only responsible officers of a public department in assuming the performance of the duty usually intrusted to a subordinate, if by so doing the interests of such department are served thereby. The Supply Clerk is but a subordinate officer, a mere employe, charged with the performance of a certain branch of work, and the Commissioners themselves are ultimately responsible for the proper discharge of that portion of the work. They may think him best capable of attending to one branch of the business, and unfit for another. The Commissioners perform their duty best by examining and attending personally, if possible, to the details and routine of business, and no suspicion need be attached to their actions if they can assign as the reason for the absence of the public to attend to certain labors themselves instead of leaving them altogether to subordinates.

The appointment of Commissioners was conferred upon gentlemen whose position in the community is one of acknowledged rectitude, of capacity and willingness to attend faithfully to the responsible labors connected with their several offices. Should the trust be forfeited upon the simple charge of a subordinate, after his discharge from office? Yet solely upon such a charge was the presentment of the Grand Jury based, as far as I could ascertain, from the written proceeding before them.

The investigation at which an opportunity was given to all parties to be heard, convinced me that not the slightest foundation existed for the implications indicated.

It appears that one of the Commissioners, soon after the assumption of office by the new board, found that the prices paid for dry goods by the department were higher than necessary, and many of them entirely unsuited for the purpose for which they were purchased. The board found that almost the entire supply of dry goods was obtained from one firm. According to the extracts produced from the official records of the department, and sworn to by the storekeeper, John E. Fagler, and on close examination by the Commissioners of Accounts, there were received there, of dry goods from May 1, 1872, to May, 1873, was $62,933 45, of which one firm furnished over $47,000, and from January to July, 1873, that same house alone furnished all the supplies of dry goods, with the exception of a few bills of comparatively trifling amount. The Commissioners, perceiving these suspicions, and justly so, that all the goods were obtained from one house, indicating that the Supply Clerk simply delivered to that house his requisitions, or that he received a commission on the purchases which he made.

The first step taken by the board to improve this condition of things was to adopt a resolution offered by Commissioner Stern on the 30th of May, 1873, which reads as follows:

Resolved, That all supplies for this department amounting in value to $5,000 and upward per annum, shall be advertised in the *City Record*, in the usual manner, for sealed proposals, which proposals shall be opened before the Board of Commissioners at such time as the advertisement states.

It was found, however, that such a course was not practicable, as the law required that certain forms of a complicated nature should be complied with, and first-class business houses would very seldom, if at all, go to the necessary trouble, and the result proved that the bids received were at higher prices than the goods could be bought for in the open market.

It appears that Louis Sternbach, a dealer in dry goods, was informed, among others, that if he furnished samples of goods of the quality required, and his prices compared favorably with those of other houses, he might get an order from the department. He furnished such samples, and the prices proved much lower than those offered to the department for goods of a similar quality.

Thomas K. Fletcher testifies that he has been in the dry goods business in this City for over twenty years, and that he happened to come to the office of the Commissioners one morning when Sternbach's several samples of cloths, flannels, and other dry goods were lying on the table. The Commissioners took the opportunity to ask his judgment as an expert. His opinion was that the sample of flannel furnished by Louis Sternbach, and for which he charged forty-five cents per yard, was worth fifteen or sixteen cents a yard more than a sample furnished by another house, the price of which was fifty-five cents a yard, and the price asked for the cloth offered by Mr. Sternbach was decidedly cheaper than any other samples submitted to the Commissioners by other houses.

It appears, then, that Louis Sternbach offered the goods required at the cheapest price, and he received an order from the board for them. It was a plain business transaction, above board, and one by which a saving was effected to the department.

When, subsequently, the Supply Clerk, Lampson, was discharged for dereliction of duty, he took the trouble to ascertain the price at which Sternbach bought the goods, and found that the latter made a profit of ten cents a yard on the cloth. The Board endeavored to obtain goods at the lowest possible price, and it certainly could not enter into an investigation of the original cost which the merchant who furnished the goods paid for them; the price was much lower than that previously paid for goods of a similar kind, and the act of carrying off a pair of pantaloons of the value of six dollars, he confessed that he had been in the habit of stealing things from the store, and giving them to Carlo Chella, a newsdealer, who sold them and gave him part of the proceeds. Chella was arrested yesterday, and he and Brady were taken to the Tombs, the latter charged with petit larceny, and the former with knowingly receiving stolen goods. Both pleaded guilty and were committed for trial in default of $500 bail for Brady, and $1,000 for his accomplice. Brady is about nineteen years of age and Chella twenty-one.

BROOKLYN'S POOR CHILDREN.

The "Fresh Air Fund," established by a few charitable gentlemen for the purpose of enabling the children of the Brooklyn poor to enjoy some pleasant days in the fresh air of the country, after the plan organized by THE TIMES in this City during the Summer of 1872, has assumed proportions which will enable the managers to give the first picnic some time next week. The day has not yet been fixed. The following gentlemen have consented to act as officers of the organization: James W. Elwell, President; Trustees—James E. Kelsey, James R. Taylor, Carlton Ayres; Treasurer—E. B. Wood, Secretary Firemen's Trust Insurance Company, No. 201 Montague street; R. D. Douglass, Manager. Subscriptions may be handed to any of the gentlemen named above, or may be sent to the Treasurer, E. B. Wood, No. 201 Montague street; J. W. Elwell, No. 70 Lefferts street, Brooklyn, or No. 57 South street, New-York; James E. Kelsey, No. 12 Atlantic avenue; R. D. Douglass, office Children's Aid Society, No. 61 Poplar street. Rev. James West acknowledges the receipt, as a contribution to the "Fresh Air Fund," of $500 from Hon. Peter C. Cornell, of Brooklyn.

Booth and Howard Potter for examination and report, which, having received, I hereto append.

W. F. HAVEMEYER, Mayor.

NEW-YORK, July 15, 1874.

Hon. Wm. F. Havemeyer, Mayor:

At your request we have carefully examined the papers received from you, in relation to charges against Messrs. Laimbeer and Stern, Commissioners of Charities and Correction, including the testimony taken by the Grand Jury, and that taken by you, with the statement of the Commissioners of Accounts, and see nothing in them to justify the imputations to which they have been subjected, nor inconsistent with an honest purpose to do the public faithful service in a difficult and responsible position.

Yours truly,

(Signed) WILLIAM A. BOOTH, HOWARD POTTER.

THE REDUCTION OF THE ESTIMATES.

CONTROLLER GREEN'S EXPLANATORY CIRCULAR TO THE ATTACHÉS OF THE FINANCE DEPARTMENT.

The following circular has been addressed by Controller Green to the attachés of the Finance Department:

CITY OF NEW-YORK, DEPARTMENT OF FINANCE, CONTROLLER'S OFFICE, July 15, 1874.

A brief statement is necessary to explain the reasons for my action respecting the compensation and hours of duty of the employes of the Finance Department.

A few days since two members of the Board of Apportionment, Messrs. Vance and Wheeler, were understood to assume the position that, unless certain changes proposed by them were made in the tax budget for 1874, no reduction of the budget of last Fall, which left the rate of taxation at 3.40 per cent., would be made. Inasmuch as the law requires the vote of every member of the board, it is plain that these gentlemen had the power to defeat the reduction of the taxation as proposed by the Controller, unless their ill-considered terms were complied with. The Controller thought it better to accede to the proposed modifications, though they were not in accordance with his judgment, than to prevent a reduction in the taxes, a matter in which every citizen is so much interested.

Among the reductions they proposed were the following:

Supplies for the hospitals, alms-houses, &c....	$103,000
Combustible Bureau of Fire Department.....	13,684
Salaries of the Finance Department, being equal to a reduction of $66,000 per annum..	33,082
Court agencies Mayor's Office.....	7,500
To pay off mortgages, &c., on school-houses and Fire Department buildings in Twenty-third and Twenty-fourth Wards.....	100,000
Department of Public Parks, and embarrassing restrictions upon this department.....	50,000

On the other hand, the following increase was proposed by them:

To pay for gas in the Twenty-third and Twenty-fourth Wards.....	$124,000
Making an increase over the amount proposed by the Controller of $74,000 for gas in these wards.	
An item for a lawyer's bill of.....	$11,225
The *City Record* appropriation for salaries was increased by.....	2,500

The salaries of the employes of the Board of Aldermen were increased, though it is evident that three-fifths of the amount allotted would be entirely adequate to carry on the business.

Every item in the Department of Public Works that had been previously reduced was increased by Messrs. Vance and Wheeler.

It is well known to most of you that the business of the Finance Department has increased under the new charter nearly three-fold, and that the energies of the force have, in some of the bureaus of the department at least, been most severely taxed.

The insufficient appropriations for salaries of the Finance Department will cause difficulty and embarrassment. Any reduction of the force, except, perhaps, temporarily in the Tax Office after the fall season there, will involve a neglect of the necessary public business. The salaries of these temporary clerks in the Tax Office will not average $1,100 each for the whole year.

The public business must be attended to and kept up. This cannot be neglected or omitted without occasioning great disturbance in the transfers of real estate and in other business interests. The revenues of the City are to be collected daily and accounted for. The wages of labor and the bills of merchandise are payable each day; these services cannot be omitted for a day.

We have got to do increased work with less men, consequently to the duties of those who remain must be added the work of the few who must be discharged. They can be discharged, therefore compensation must be reduced.

Three things are necessary. First, the force must be reduced where possible. Second, the hours of labor must be increased. Third, salaries must be reduced.

In order that we may see with what justice these reductions are made, I have caused an average of salaries paid in the Finance Department to be made, and also of the salaries paid to the clerks of the Board of Aldermen, which were raised by Messrs. Vance and Wheeler over the amount proposed in the budget, and also those paid in the Department of Taxes and Assessments and Department of Public Works.

The following is the result:

The salaries of the Finance Department average to each of its employes, including the Controller.....	$1,846 22
The salaries of the employes of the Department of Taxes and Assessments, (including the Commissioners,).....	2,226 15
The salaries of the clerks of the Board of Aldermen, (excluding the Aldermen).....	1,855 08
The salaries of the Department of Public Works, (including the Commissioner).....	2,014 74

It thus appears that the average of salaries in the Finance Department, prior to any reductions by Messrs. Vance and Wheeler, is less than the average in other departments, while the nature and responsibility of the duties are greater than in any of them. Not less than $50,000,000 of money have to be received and disbursed annually, and much of it comes in the form of bank bills, requiring care in its receipt and custody.

I have carefully considered the whole matter, and appreciate the hardships that it is to impose on the clerical force of this department, as well as in other departments that have been inconsiderately reduced, and in order to keep within the allotted amount, and yet keep up the public business as nearly as can be accomplished, have concluded as follows:

1. All temporary clerks in the Tax Office must be suspended for two months without pay.

2. The office hours will hereafter be from 9 to 5 o'clock, instead of from 9 to 4 o'clock, except on Saturdays, when they will be from 9 to 4 o'clock, and every person will be expected to remain as long after 5 o'clock as is necessary to keep up his work.

3. A reduction on all salaries of all employes of the the Department, equal to twenty per cent., is directed as a necessity to keep within the appropriation.

4. Besides all this some removals will have to be made, and the work of those removed must be done by the extra hours imposed on others.

5. The usual summer vacation will be shortened to one week instead of two as heretofore.

I very much regret this state of things, as it will operate with severity on some of the employes of the department. But the alternative must be accepted; it is imposed upon you as well as upon the employes of certain other departments, either through ignorance or design. The burdens that are involved must be accepted. Let us see that this department continues to be the department of the City foremost in system, punctuality, and readiness to respect the requirements of the law. Very respectfully,

ANDREW H. GREEN, Controller.

APPLICATION FOR THE DISCHARGE OF MOLLIE HOLBROOK.

Application was made to Judge Lawrence yesterday, in Supreme Court, Chambers, for the discharge of Mollie Holbrook on habeas corpus. Counselor Price, who made the application, stated that she was charged with the robbery of $25,000 in a panel-house in Chicago, and was arrested in this City on a telegraphic message from the Superintendent of Police in Chicago. Assistant District Attorney Jerome opposed the application, and requested time to procure affidavits on which the prisoner might be held, and also to communicate with the Governor of Illinois and the Chief of Police in Chicago. The case was then laid over until the afternoon, when Capt. Irving, of the Police Central Office, made his appearance, and informed the court that both counsel had consented to the withdrawal of the writ, and the prisoner had been remanded to the care of Capt. Irving pending the arrival of an officer from Chicago with a writ of requisition.

A DISHONEST EMPLOYE.

For the last two years there has been a succession of mysterious disappearances of clothing from the establishment of Messrs. Dunn & Farley, No. 80 Bowery. Clothing to the value of some $600 has been missed during that time, but it seemed impossible to detect the thief. It was at last discovered that James Brady, a boy who had been employed in the store, and whom his principals had always considered honest had stolen the property. Upon being found in the act of carrying off a pair of pantaloons of the value of six dollars, he confessed that he had been in the habit of stealing things from the store, and giving them to Carlo Chella, a newsdealer, who sold them and gave him part of the proceeds. Chella was arrested yesterday, and he and Brady were taken to the Tombs, the latter charged with petit larceny, and the former with knowingly receiving stolen goods. Both pleaded guilty and were committed for trial in default of $500 bail for Brady, and $1,000 for his accomplice. Brady is about nineteen years of age and Chella twenty-one.

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DANGERS OF THE SEA.

A TERRIBLE SHIPWRECK.

LOSS OF THE IRON SHIP BRITISH ADMIRAL—SEVENTY-NINE PERSONS DROWNED.

News was some days since published of a terrible ship disaster resulting in the loss of seventy-nine lives, which occurred at King's Island early on the morning of the 23d of May. The Melbourne *Argus* of the 7th of June gives the following particulars: "The ship British Admiral, bound from Liverpool to Melbourne, left the former port on the the 23d of February, and after a long and tedious passage of eighty-nine days, arrived in Bass' Straits. All went well until an early hour on the 23d ult., when the man on the forecastle sang out, 'breakers ahead.' The ship was under sail at the time, and the weather was very stormy. All hands were ordered on deck, and a command given by the first officer to make more sail; but before this could be done the ship struck on one of the numerous reefs which skirt King's Island, a short distance from the scene of the wreck of the ill-fated Netherby. She bumped once or twice and then began to settle down, and in a short time she was at the mercy of the waves. The sea made clean breaches over her, and it was not long before the vessel went to pieces. Out of the eighty-eight souls on board, only nine reached the shore, which was distant about six miles. Among those who perished were Capt. Taylor, the First, Second, and Fourth Officers, and Wm. Nicholson, a son of the late Hon. Wm. Nicholson. The survivors, after undergoing two days' privation and cold, were discovered by some sealers on the island, and were hospitably treated. The ship's papers came ashore in the Captain's box and were saved, but there was not a sign of the vessel two days after the wreck. The nine survivors arrived in Melbourne in the ketch Kangaroo, and were taken to the Sailors' Home, where they will be looked after for the present. On Thursday the bodies of the following were washed ashore, identified, and buried: Matilda Dale, a young girl about eleven years old, Mrs. Blackbourne, Mrs. Mills, Mrs. Thomas, Helen Hays, Mary Conley, and Wm. Dyer Pierce. On Friday the body of Mary Tanchey was found jammed in the rocks, and, from its position, could not be extricated. She was coming out to her father and mother, who are said to be keeping a public house in West Melbourne. The British Admiral was a new iron ship, of 1,751 tons register, and this was her first voyage. Her cargo consisted principally of railway iron, spirits and salt. Large quantities of the goods are strewn along the beach."

THE TARTAR IN PERIL.

AN AUSTRALIAN MAIL STEAMER RUNS UPON A CORAL REEF AT SEA, AND NARROWLY ESCAPES LOSS.

The British mail steam-ship Tartar, Capt. J. S. Ferris, which arrived at San Francisco early on the morning of the 8th inst. from Sydney, via Kandavu, had an eventful passage. The Purser's report states that the steamer left Sydney Heads at 2 P. M. on June 6; arrived at Kandavu at 3 P. M. on the 12th, and left for Honolulu at 12 noon on the 14th, after receiving the New-Zealand mails and passengers from the steamer City of Adelaide. The line was crossed on the evening of June 19, and fine weather was experienced until the 21st, when the weather became thick, with heavy rain, and it was impossible to obtain noon observations. On the morning of the 22d June, at 3 A. M., struck on a coral reef, and it was found by observations that the ship had been set forty miles to the eastward, whereas westerly currents only are supposed to prevail in that latitude. It was found necessary to lighten the ship immediately, and the work of discharging coal, &c., was continued until the ship floated on the morning of the 24th, after which time the ship made no water. The centre of the shoal, none of which shows above water, was found to be in latitude 6° 24' north, longitude 162° 22' west, and appears to be of considerable extent, and of a horseshoe shape. A current was found setting across it to east-north-east, at the rate of three and a half knots an hour.

R. H. Lord, one of the passengers, and lately a New-Zealand journalist, says the steamer drove at full speed upon the reef the Captain had sought to avoid, striking at 5:45 A. M., entirely without warning. The shock of the steamer striking the reef, slight as it apparently was, and the sudden stoppage of the engines, awakened the passengers, and in a short time they were all dressed and assembled in the saloon. Naturally there were many anxious faces, but there was no panic-stricken rushing—no huddling together of frightened women, no running to and fro of excited men. On striking the reef the wells were sounded, and, the ship not making a drop of water, the engines were reversed, full speed, and continued their unavailing efforts to drag the ship off the reef until daylight. Everything movable was removed from the steam-launch, and provisions were hoisted up from the hold to furnish the boats, all of which were at once prepared for service. Soundings taken at this period showed seventeen feet forward and thirteen and one-half fathoms aft. The ship's computed draught at the time she struck being nineteen feet forward and twenty-two feet aft. Steam was got up in the winches, and at 5 A. M. we commenced to discharge coals and cargo forward and aft to lighten ship, the passengers assisting. A boat was lowered to take soundings, and found deep water both ahead and astern about a quarter of a mile from the ship. In full view, about a mile to the southward, was a line of heavy breakers. Had the ship struck there she must have gone to pieces, and as it was, as our position was, it was not so bad but that it might have been worse. The nearest land, distant about sixty miles, was Palmyra Island or Islets—for, according to the recent survey of the United States steamer Portsmouth, there are no less than sixty—but as no water has ever been discovered there, it would have been necessary to proceed to Fanning's Island, a distance of 250 miles. Happily, but one or two on board were aware of this, or the prospects of a voyage for that distance in a crowded open boat, under a tropical sun, with a short allowance of water, variable winds, and an adverse current, would have unnerved many who, as it was, were cheerful and sanguine. The Captain finally decided to lighten the ship of coal, and in this work he received the assistance of all the male passengers. At 10 A. M., being a little in the ship, lightened about 400 tons, and the tide making, she commenced lifting and shifting her position on the reef, and a full head of steam was prepared with the intention to drive the ship over the reef, as the current was too strong, and the rudders were too heavy to admit of backing astern off with success. At 11 o'clock all hands were sent right forward, the engines were driven full speed ahead, and the good ship, with many a heave and throw, forged ahead, grinding her way over the reef, discoloring the water for a considerable distance astern, but uninjured. Gradually she forced her way, all on board watching her progress with breathless interest. Suddenly she glided over the extremity of the reef, and once again rode in fourteen fathoms of deep blue water. The steamer was found to be in a lagoon environed by a network of coral reefs. At 11 A. M. on the 24th she struck the clear sea, and proceeded on her voyage.

At Honolulu a Naval Court of Inquiry, composed of J. W. McFarlane, Acting British Vice Consul, President; Joshua Bishop, Lieut. Commander United States steamer Benicia, and Daniel Smith, Master Mariner, Deput

THE INDIANS.

NEWSPAPER ACCOUNTS FROM THE WESTERN COUNTRY.

LETTER OF GEN. POPE TO THE GOVERNOR OF KANSAS—DISPOSITION OF TROOPS.

Newspapers in Kansas continue to give accounts of the depredations and murders committed by Indians in the southern tier of counties of that State. Many of these reports are conflicting, but all of them give the main facts in the outrages already reported. Three hundred warriors are said to be in the region of Grenada, and the inhabitants of that section are said to be greatly alarmed. Immigration has entirely stopped, and those living on claims and lands remote from settlements have fled to the towns for protection. A correspondent of the *Commonwealth*, writing from Christholm Trail, says that on Friday, 31 inst., 200 Indians attacked a train near Baker's Ranche, and killed four men, one of them being lashed to a wagon and burned to death. It is said Caldwell is full of freighters, and there is a regular stampede up the trail. These disturbances and alarms, however, happened before the last movement of the troops, and as they are now thickly scattered over the scene of the late troubles, it is to be hoped that the Indians will be forced back to their reservations, and made to keep the peace. Gen. Pope addressed a letter to Gov. Osborn, of Kansas, on the 9th inst., in regard to the disposition of troops on the frontier, of which we give the following extracts:

"In order that there may be no unnecessary alarm or excitement concerning Indian hostilities, and that the frontier settlers of Kansas may fully understand what are the dispositions of troops for their protection, and to whom to apply for immediate help when it shall be needed, I have the honor to inform you as follows, viz.:

First—At Caldwell, Kan., are the head quarters of three companies of infantry, under Capt. Ovenshine. These companies are to be posted in detachments, as need ed, along the southern line of the State, as far as Lawrenceburg, and also south, from Caldwell, in the Indian Territory, on the road to the Cheyenne and Arapahoe Agency. A company of cavalry under Capt. Upham marched from Caldwell on Monday, the 6th, along the line of Kansas, to where the Medicine Lodge Creek crosses the boundary, with orders to scout up the valley of that creek and keep in communication with the infantry detachments west of Caldwell. Capt. Ovenshine, at Caldwell, commands all this infantry, and will promptly render such help as he can, and as may be needed.

"Major G. C. Compton commands Fort Dodge, and has general charge of the country along the Medicine Lodge, and both east and west of that stream, as also of the line of the Arkansas as far up as Grenada. He has under command five infantry and five cavalry companies. Four of the cavalry companies are scouting the country along the Medicine Lodge Creek and south and south-east of Dodge. The other cavalry company patrols constantly the line of the Arkansas as far up as Grenada. The line of the Arkansas as far as Rath's ranch, below Grenada, is guarded throughout by detachments of infantry posted at all important points. Col. Compton commands the whole, and is a prompt, energetic officer, who will be ready to act with intelligence and zeal.

"There at Camp Supply there are three infantry and two cavalry companies—the latter scouting continually north and north-east of that post as far as Medicine Lodge Creek, Col. Lewis commanding.

Fourth—Col. Smith, at Lyon, has four companies of cavalry and two of infantry. One company of cavalry is scouting continually the valley of the Arkansas from Lyon to Grenada, about fifty miles. The other three companies are scouting the line of the Purgatory River between Lyons and the Raton Mountains. There is a company of cavalry at Fort Hays and one at Grinnell Station, just east of Wallace, held there in case of trouble on the Saline and Solomon, if any should occur.

"You will perceive that the whole frontier of Kansas is lined with troops constantly in motion, and it seems impossible that the Indians can do any considerable damage. By applying to the nearest of the commanding officers above-named, or, any of the commanding companies, any locality threatened can at once be attended to."

INTERVIEW WITH AGENT MILES—HIS EXPLANATION OF THE ORIGIN OF THE TROUBLES.

Mr. John D. Miles, Agent for the Cheyenne Indians, arrived in Lawrence, Kan., on Thursday last, to confer with Superintendent Hoag as to his future course. He brought with him his wife and child, intending to send them to Indiana. In conversation with a reporter, Mr. Miles said that he thought the whole trouble with the Indians has grown out of the depredations committed in the reservation by a band of lawless, desperate white men, who, since last March, have been selling whisky to the Indians, stealing their horses, and have then taken the stock to Hutchinson, Great Bend, and Medicine Lodge, and sold it to the settlers. These desperadoes have kept this up for two or three months, until the Indians have become so incensed that they have demanded to drive the white men from their reservation. The names of these horse-thieves are known, and their punishment is close at hand. He says the Indians have also been greatly troubled by buffalo hunters who have hunted on their domain, which the Peace Commission visited Washington last Winter the chiefs were more interested in stopping the encroachments of the white buffalo hunters than in securing a reservation, for which purpose they visited the capital, and President Grant's promise in regard to that matter, that it should cease; and if one company of soldiers could not do it more should be provided. When the Indians saw how poorly this promise was lived up to, they resolved to take the matter into their own hands and protect their rights. They have, therefore, issued a proclamation to clear their lands of all white people, not making any distinction between their friends and their foes, but for the present they will not harm the agencies. The hostile forces consist of about 250 Cheyenne warriors, 275 Comanches, and a few Kiowas. Mr. Miles says, although it is denied by their agents, that he is confident there are a number of Osages on the war-path. They have threatened ranches, and talk freely of their threats made to trains on the road. There are no white men with the hostile Indians, but some of the Indians do not have any with them. A white man called "Frenchy," who has been living among the Cheyennes for two years, has been driven away by irate red men. The Arapahoes are very peaceable and stand firmly by the white people, thereby gaining the enmity of the Cheyennes, who daily threaten them. The Arapahoe chiefs say they will protect the whites as long as they can, but they cannot cope with the Cheyennes and Comanches unless they have assistance. A decisive, determined movement on the part of the troops, routing and scattering the numerous little bands and intimidating the leaders, will put an early end to the trouble and place the hostile Indians under complete subjection. Then the Government not only wants to promise protection of their hunting-grounds and stock, but to see that they are protected.

A BOSTON BOY'S STORY—LIVELY TIMES WITH THE SAVAGES.

A Boston boy has written home a letter, dated Red Fork, Arkansas River, Indian Territory, July 4, from which the following extract is taken:

"I have but a minute to write; times are lively; hot, more than warm, and the country is full of Indians. One man and myself held Baker's ranche at Department Head-quarters, Portland, Oregon, will proceed without delay to Fort Walla Walla, Washington Territory, and take command of Companies I, and M, First Cavalry, and march with this command to the Wallowa Valley, Oregon, and there establish a camp for the protection of the citizens of that vicinity against Indians. Major Green will remain with his command until he receives further instructions. The command will be supplied with thirty days' rations and a proper amount of ammunition.

By command of Brevet Major Gen. Jeff. C. Davis.
E. V. SUMNER,
Captain First Cavalry, Aid de Camp.

INVESTIGATION INTO INDIAN MANAGEMENT IN NEVADA—LETTERS FROM THE SENATORS OF THAT STATE.

The Secretary of the Interior has directed that an investigation be had of the management of Indian affairs in Nevada, and has assigned Inspectors J. C. O'Connor and William Vandever to this duty. They are directed to proceed at once to Nevada, to examine into the condition of the Indians there, and report the result of their investigations to the Department of the Interior at as early a date as practicable. They are directed to give their attention to the number of Indians in the State, their locations, habits, and dispositions. They will also inquire into the management of the reservations, and report upon the propriety of setting apart other reservations, and advising or curtailing in area those now existing. The inspectors were sent at the solicitation of Senators Stewart and Jones, who have written the following joint letter concerning the matter:

"WASHINGTON, June 27, 1874.

Editor of the Virginia (Nev.) Enterprise:

Inclosed find copy of instructions to Messrs. O'Connor and Vandever, Indian Inspectors, who are about to visit Nevada. The management of Indian affairs in Nevada has long been unsatisfactory to us, and, as you know, to most of our citizens. We have received a large number of letters, affidavits, petitions, and memorials reflecting on the system adopted as applicable to our State, but more particularly upon the management by agents under that system. We have laid the subject before the Interior Department, and requested a thorough examination of all matters pertaining to Indian affairs in the State. The Secretary of the Interior, in view of all the facts, has ordered two of the Indian Inspectors to visit Nevada and make a full report, as will appear from the inclosed letter of instructions. The object of this communication is to call the attention of the people to the fact that this investigation is to be made, in order that they may have an opportunity to furnish such information as they may possess, and freely communicate their views to the Commissioners. We believe that the persons appointed for this service are honorable and competent men, who will make such a report as the case itself demands. We have represented to the department that the situation of the Indians in Nevada is different in many respects from that of the wild tribes on the prairies of the West; that the Indians of Nevada are more inclined to peaceful and industrious habits than most other tribes with which the Government is required to deal. The fact that agricultural land in Nevada is of very limited extent, and, for the most part, consists of small valleys and streams and springs of water, precludes the possibility of having large reservations, unless whole sections of country are to be given up exclusively to Indians. This is the case in the south-eastern portion of the State, where an immense area, bounded as follows—

"Beginning at a point in the middle of the main channel of the Colorado River of the West, eight miles east of the 114th degree of west longitude; thence due north to the 37th degree of north latitude; thence west with said parallel to a point twenty miles west of the 115th degree of west longitude; thence due south thirty-five miles; thence due east thirty-six miles; thence due south to the middle of the main channel of the Colorado River of the West; thence in the middle of the main channel of said river to the place of beginning"

—has been set apart as a reservation. If this is absolutely necessary for the protection of the Indians, whatever may be its effects upon the development of the country, the people must submit; but if other arrangements can be made equally beneficial to the Indians, it is certainly desirable that this vast tract of country shall remain open to the miner and the settler. From what we know of the Indians in Nevada we are inclined to believe that they do not desire to be congregated on large reservations, but that they prefer to remain near their old homes in small communities. We also believe that this desire on the part of the Indians can be accommodated with advantage to them and without detriment to the interests of our people. If a few farms of moderate extent can be maintained in different portions of the State where Indians can at all times find employment and be protected to the fullest extent in the enjoyment of the fruits of their labor, they would become civilized much more rapidly than in the large reservation system. The Indians should be treated like men, paid for their labor, and be at liberty to use their wages in such manner as they may desire. If any of them will cultivate land, they should have it set apart to them, and should receive all the encouragement possible from the Government and our citizens. It is also extremely desirable that some scheme should be devised whereby their children may receive the benefits of education. We know this is a difficult problem; but our people understand the situation, and we have no doubt will be able to suggest some means that will be effective in securing the attendance of Indian children at schools established for their benefit. As the report of these gentlemen will probably guide the policy of the Government for many years to come, it is of the first importance that the people of Nevada co-operate in this investigation, so that a cheap, honest, and humane system may be adopted for the advancement and civilization of the Indians.

WILLIAM M. STEWART.
JOHN P. JONES."

LIVE STOCK MARKETS.

NEW-YORK, Friday, July 17, 1874.

There was a rather slow trade in Beeves on yesterday forenoon. Prices ranged from 7¾c.@ 8 c. ₱ lb.; weights from 4¾ to 8 cwt. Trade did not improve on this forenoon, when Beeves sold from 7½c.@12c. ₱ lb., weights from 4¾ to 8 cwt., closing 25 cts. to 50 cts. ₱ head lower. Milch Cows were slow from $542@63 50 ₱ head. Calves inclined. Grass Calves sold in large lots from 4½c.@6c. ₱ lb., dressed and from 7c.@8c. ₱ lb. live. Sheep were fair of sale from 5¾@6 25 ₱ cwt. Lambs from 7c.@10c. ₱ lb. Live Hogs still not quoted. City-dressed sold from 8¼c.@8½c. ₱ lb. Trade small and effected on intermediate fractions.

SALES.

At Harsimus Cove.—W. M. Gillette sold for A. K. Ward 64 tair Illinois Steers from 11c.@11½c. ₱ lb., weight 7 cwt.; for sale of 48 Illinois Steers, from common to fair, from 10½c.@11½c. ₱ lb., weight 6¾ cwt. Bray & Fechenheimer sold for Hegea & Hoff 36 Kentucky Steers, from common to fair, from 10½c.@11½c. ₱ lb., weights from 6¼ cwt. to 6½ cwt. For P. Graff 17 fair Kentucky Steers at 11c. ₱ lb., weight 7 cwt. For G. Schomburg 16 coarse cut fat Kentucky steers at $112 50 ₱ head. Martin, Fuller & Co. sold for Segour & Co 31 common Ohio Steers at 10¾c. ₱ lb., weight 6 cwt.; and 29 fair Ohio Steers. For G. Schomburg, 64 Texan Steers at 8c. ₱ lb., weight 4½ cwt. C. Kahn sold for G. Schomburg 17 general y good Kentucky Steers from 11½c.@12c. ₱ lb., weight 7 cwt.; 32 fair Indiana Steers at 11½c. ₱ lb., weight 6¾ cwt. Ulman & Co., 66 fair Illinois Steers at 11½c. ₱ lb., weight 6¾ cwt.; 51 good Illinois Steers from 11¾c.@12c. ₱ lb., weight 7¼ cwt.; 34 fair Indiana Steers at 11½c. ₱ lb., weight 6¾ cwt.; 17 common Indiana Steers at 10½c. ₱ lb., weight 6½ cwt. Carey & McPherson had on sale for A. Campbell 32 Steers, for G. Pennett 14 Steers, for G. Schomberg 61 Kansas Steers, several lots of these were sold, but prices were not obtained. J. N. Pidcock sold 45 grass Calves, weight 8,550 lbs., at 4¼c. ₱ lb.; 323 sheep, weight 26,540 lbs., at 5¾c. ₱ lb.; 143 Sheep, weight 14,870 lbs., at 5¾c. ₱ lb.; 24 l sheep, weight 2,340 lbs., at 5¾c. ₱ lb.; 379 sheep, weight 29,650 lbs., at 6c. ₱ lb.; 12 sheep, weight 1,090 lbs., at 6¼c. ₱ lb. These lots were all from Ohio. 10 Lambs, weight 490 lbs., at 7c. ₱ lb.; 45 Lambs, weight 2,580 lbs., at 8¼c. ₱ lb.; 183 Lambs, weight 10,470 lbs., at 8½c. ₱ lb.; 183 Lambs, weight 7,820 lbs., at 9c. ₱ lb.; 447 Lambs, weight 24,- 300 lbs., at 9¼c. ₱ lb.; 109 Lambs, weight 5,880 lbs., at 9½c. ₱ lb. 7 Lambs, weight 400 lbs., at 9½c. ₱ lb.; 326 Lambs, weight 4,415 lbs., at 10c. ₱ lb. These lots were all Jersey stock. P. Kase & Sons sold 400 Jersey Lambs, weights from 40 lbs. to 70 lbs. ₱ head, from 9½c.@10c. ₱ lb.; 170 Indiana Sheep, average weight 105 lbs. ₱ head, at 5¾c. ₱ lb.

At Forbith Street Sheep Market.—Judd & Buckingham sold 621 Ohio Sheep, weight 39,260 lbs., at 5¾@5 ⅞c. ₱ lb.; 387 Ohio Sheep, weight 30,880 lbs., at 5¼c. ₱ lb.; 212 Michigan Sheep weight 17,760 lbs., at 5¾c. ₱ lb.; 72 Canada Lambs, weight 5,900 lbs., at 8¼c. ₱ lb.; 275 Canada Lambs, weight 15,400 lbs., at 8¾c. ₱ lb.; 107 Pennsylvania Lambs, 6,780 lbs., at 9¼c. ₱ lb.; 107 State Lambs, weight 7,140 lbs., at 9½c. ₱ lb.; 53 grass Calves at $7 62½ ₱ head.

At Forty-second Street Sheep Market.—J. Kirby sold 224 Ohio Sheep, weight 17,880 lbs., at 5c. ₱ lb.; 19 Canada Lambs, weight 1,090 lbs., at 7c. ₱ lb.; 45 Canada Lambs, weight 2,200 lbs., at 8¼c. ₱ lb. S. McGraw sold one Cow and her Calf for $54; 1 Cow, weight 1,170 lbs., at 8c. ₱ lb.; 43 grass Calves, average weight 187 lbs. ₱ head, at $4 44 ₱ cwt.; 53 State Lambs, weight 64 lbs. ₱ head, at 9¼c. ₱ lb. Hume & Elliott sold 150 Sheep, weight 9,170 lbs., at 5c. ₱ lb.; 28 Sheep, weight 2,090 lbs., at 5¼c. ₱ lb.; 79 Sheep, weight 5,450 lbs., at 5¾c. ₱ lb.; 120 Sheep, weight 11,060 lbs., at 5¾c. ₱ lb.; 30 Sheep, weight 1,815 lbs., at 6c. ₱ lb.; 12 Lambs, weight 1,080 lbs., at 7½c. ₱ lb.; 58 Pennsylvania Lambs, weight 2,980 lbs., at 8½c. ₱ lb.; 29 Pennsylvania Lambs, weight 2,210 lbs., at 8¾c. ₱ lb.; 47 Pennsylvania Lambs, weight 2,810 lbs., at 9c. ₱ lb.; 201 Canada Lambs, weight 12,050 lbs., at 9c. ₱ lb.; 99 State Lambs, weight 6,410 lbs., at 9c. ₱ lb. 160 State Lambs, weight 9,590 lbs., at 9¼c. ₱ lb.; 10 Calves, weight 1,110 lbs., at 5c. ₱ lb.; 48 Veals, weight 7,080 lbs., at 7½c. ₱ lb.; 54 Veals, weight 7,050 lbs., at 8c. ₱ lb.; 30 Veals, weight 4,220 lbs., at 8¼c. ₱ lb.

RECEIPTS.

Fresh arrivals for yesterday and to-day at Harsimus Cove: 1,628 head horned Cattle, 2,949 sheep, 996 Hogs.

Fresh arrivals for ye terday and to-day at Forbith Street Hog Yards: 1,209 Hogs, 105 Calves, 2,850 Sheep and Lambs.

Fresh arrivals for yesterday and to-day at Forty-eighth Street Yards: 6,148 Sheep and Lambs, 493 Veals.

BUFFALO, N. Y., July 17.—Cattle—The receipts to-day were 629 head, making the total supply for the week thus far, 9,945 head, or 585 cars, against 490 cars for the same time last week and 7,000 head, or 400 cars for the corresponding week a year ago. The markets East were reported unfavorable to-day, and the prospects are not encouraging for next week. All fresh arrivals were shipped East in first hands. Sheep and Lambs—The receipts to-day were 400 head, making the total supply for the week thus far 14,000 head, against 11,000 head for the same time last week. The market closed firm; Canada Lambs, $6@$7 75; Canada Sheep, $4 50@ $5 50; Western Sheep, $4 50@$5 75. Hogs—The receipts to-day were 1,300 head, making the total supply for the week thus far 9,400 head, against 11,700 head for the same time last week. The market is still bare of sufficient stock to supply the local butchers' demand. No improvement in receipts is anticipated till the heated term is over and the farmers are through with harvesting. Yorkers, $6@$6 50; heavy Hogs, $3 50@$6 80.

KANSAS CITY, Mo., July 17.—Stock report for half week ending July 17: Receipts—Cattle, 2,710 head; Calves, 30 head. Shipments—Cattle, 2,280 head; Hogs, 55 head. Sales—Cattle, 88 head; Calves, 30 head; Hogs, 50 head. Quotations—Market firmer on shipping grades and fat Cattle; no market for thin cattle.

FINANCIAL AFFAIRS.

SALES AT THE STOCK EXCHANGE—JULY 17.

SALES BEFORE THE CALL—10 A. M.

600	West. Union	71⅞	50	St. Paul Pref	53
100	do	71½	800	Union Pacific	25⅞
100	do	71⅝		do	26
200	do	71¾	500	do	26⅛
200	do	71¾	300	do	26⅛
100	do	71⅞	500	do	26¼
100	do	71⅞	500	do	26⅜
100	do	72	900	do	26⅜
400	do	72	200	do	26⅜
100	do	72⅛	100	do	26⅜
800	do	72⅛	100	N. Y. C. & Hud	99¼
400	do	72⅛	51	do	99⅜
100	Pacific Mail	43¾	100	do	99½
700	do	43⅞	100	Rock Island	97⅜
700	do	43⅞	400	do	97⅝
200	do	43⅞	300	do	97¾
400	do	44	100	do	97¾
200	do	44	200	do	97⅝
100	do	44⅛	200	St. Paul	34
200	do	44¼	100	do	34⅛
100	do	44¼	100	do	34⅛
100	do	44¼	100	do	34⅜
100	do	44¼	100	do	34⅜
400	Lake Shore	72	500	do	34½
700	do	72⅛	100	do	34⅝
600	do	72¼	100	do	34⅝
400	do	72⅜	300	Toledo & Wabash	34¼
400	do	72½	100	do	34⅝
100	do	72⅝	300	do	34⅝
100	do	72⅝	400	do	34⅝
100	do	72⅝	300	do	34⅞
100	do	72⅝	500	do	35
2000	do	72¾	400	do	35
100	do	72¾	700	do	35⅛
1400	do	72⅞	400	do	35
500	do	73	4000	Erie Railway	12
100	North-western	36¾	800	do	32⅝
200	do	37¼	1000	do	32⅞
100	Ohio & Miss	25¼	100	do	33
100	do	25½	400	do	33⅛

GOVERNMENT STOCKS—10:15 AND 11:30 A. M.

$40,000 U.S. 6s, '81, R	b. c115⅞	$5,000 U. S. 5-20 R., 1867	115⅞
15,000 do	116	10,000 do	b. c. 115⅞
10,000 U. S. 5 20 R., 1864	117	3,000 U. S. 5-20 C., 1867	c. 117⅛
10,000 U. S. 5-20 C., 1868	117¼	20,000 do	12. 117¼
5,000 U. S. 5-20 R., 1867	115⅜	500 do	small. 116¼
		4,000 U. S. 6s, Cur	117
		10,000 do	12. 117

FIRST BOARD—10:30 A. M.

$8,000	N. Y. S. B. L. R.	107	200	P. M. S. S. Co.	b. c. 44⅛
1,000	Tenn. 6s, N.S.	56	700	do	s3. 44⅜
2,000	Mo. 6s, L. B.	92¾	800	do	44½
1,000	do	b. c. 93	100	do	s3. 44½
1,000	D. & Hud. R. '84	97	100	do	b. 44⅝
		b. c. 101	400	do	44⅝
1,000	C., R. I. & P.	7s. 103	900	do	44½
6,000	do	b. c. 102¾	500	do	44⅜
2,000	M. & St. P.	8s, 1st	100	do	44⅜
		108½	100	do	s3. 44½
1,000	Erie 1st	102½	1630	do	44½
10,000	Erie 2d	110	1400	do	44⅝
14,000	D. & M. 1st	78	200	do	44⅝
14,000	Buff. & E., N.	97	200	do	s3. 44⅝
1,000	N. Y. C. 1st	C. 104¾	200	do	b3. 44⅝
10,000	U. P. R. 1st	102¾	100	do	44⅝
7,000	U. P. R. 1st	82¼	100	do	44½
2,000	U. P. 10s, Inc.	76	20	C. & P. Gold	b. c. 88¼
5,000	C. & N. W. C.		20	Mich. Cen.	b. c. 70¾
1,000	do	1st	78	200	L. S. & M. S.	8. 71½
2,000	M. & E.	1st.	200	do	s3. 73
	b. c.	106	2300	do	c. 73⅛
1,000	C., C. & I. C.	300	do	s3. 73⅛
	1st	81½	2300	do	b. 73⅜
5,000	Tol. & W. 2d	79	10	do	73¼
11,000	L. & N. C.	98	88	2	0	do	c. 73¼
1,000	W. P. T.	7s,	400	do	s3. 73¼
	b. c.	98	3300	do	73¼
1,500	A. & T. H. 1st	101¾	1400	do	73¼
25	Ger. Am. Bank	92	1200	do	73
100	United States	5s	100	do	s3. 73
50	Cen. N. Bank	99¾	2500	do	73⅛
5	U. S. Ex	b. c. 70	500	do	s3. 73
25	N. Y. C. & Hud	99¾	3000	do	73
15	do	99⅜	1300	do	73⅛
300	do	b. c. 99½	400	do	b3. 73⅛
10	do	99⅜	100	do	73⅛
200	do	99⅜	2200	do	73
1200	W. U. Tel	b. c. 72⅜	1400	do	72⅞
400	do	s3. 72⅜	200	do	b3. 72⅞
200	do	b3. 72¾	25	P., Ft. W. & C. G., pf.	93½
200	do	72¾		b. c.	93½
3000	do	72¾			
200	do	c. 72¾	500	Union Pac	b. c. 26½
100	do	72¾	100	do	b3. 26⅝
1000	do	72¾	700	do	26⅝
700	do	72¾	200	do	s3. 26⅝
200	do	72¾	300	do	s3. 26⅝
200	do	72¾	200	do	b3. 26⅝
900	do	72¾	100	do	26⅝
600	do	72¾	100	do	s3. 26⅝
1000	do	72¾	200	Chi. & R. I.	b. c. 97¾
200	do	s3. 72¾	100	do	b3. 97⅞
100	do	72¾	100	do	97⅞
100	do	s3. 72¾	200	do	c. 97⅞
100	do	b2. 72¾	1000	do	b3. 98
100	do	b2. 72¾	100	do	97⅞
2500	do	72¾	100	do	97⅞
600	Chi. & N. W.	b. c. 37½	1400	C., M. & St. P.	b. c. 34⅝
100	do	37¾	800	do	34¾
100	C. & N. W. Pf.	b. c. 55⅜	500	do	34½
50	do	55	500	do	34⅜
50	do	55¼	500	do	34½
25	do	54⅝	100	do	s3. 34¼
50	Erie Railway	33	100	do	34¼
300	do	b. c. 33⅛	600	do	34⅜
200	do	s3. 33	100	C., M. & St. P.	Pf. 53
1600	do	33	200	do	b. c. 53
500	do	b3. 33⅜	700	do	53¼
100	do	33	100	do	53½
1700	do	33	200	Tol., W. & W.	b. c. 35
200	do	s3. 33	100	do	35⅛
110	C., C. & I.	b. 73	800	do	35⅛
50	Del. L. & W.	b. c. 106⅜	100	do	b3. 35¼
80	do	106¾	1100	do	35¼
10	do	107	100	do	s3. 35⅜
100	do	b3. 106⅝	100	do	35⅜
70	N. Y., N. H. & H.	128	100	do	s3. 35⅞
300	Ohio & Miss.	b. c. 25⅜	100	do	35
100	do	25½	100	do	b3. 35
100	do	s3. 25½	100	do	s3. 35
100	C., C. & I. C.	b. c. 17½			
100	Panama	b. c. 109½			

SALES BEFORE THE CALL—12:30 P. M.

100	Western Union	72⅛	100	Union Pacific	26¼
100	do	s3. 72⅛	300	do	26⅜
200	do	72⅛	100	do	b2. 26⅜
200	do	72	20	do	26⅜
100	do	72	200	North-western	b3 37½
200	do	72	100	Rock Island	97⅝
100	do	s10. 72	500	St. Paul	34½
300	Pacific Mail	44⅜	100	do	b3. 34½
100	do	44⅜	600	do	34½
200	do	44⅝	400	do	34½
1100	Erie Railway	33	500	St. Paul	pref 34⅜
200	do	b3. 33	100	do	b3. 34½
300	do	c. 33	600	do	34½
1100	do	33	100	Pt. Wayne	92
300	do	s3. 33	500	Ohio & Miss	s3. 25⅜
900	Lake Shore	73	300	Tol. & Wab	35
100	do	b3. 73	100	do	s5. 35
500	do	73	100	do	35
5100	do	73	300	do	35⅛
100	do	c. 73			

SECOND BOARD—1 P. M.

$2,000	Mo. 6s, '77	95	134	N. Y. C. & H. R.	b. c. 99⅛
1,000	Mo. 6s, H. & St.	87	400	Erie	b. c. 33
	1st,	92¼	100	do	b3. 33⅛
10,000	Tenn. 6s, old,	exc up	56	300	C. & R. I.	b. c. 98
1,000	Del. Lack.	107	400	do	98
1,000	U. Pac. 7s,	L. G.	79¾	100	do	b3. 98
1,000	B. & St. L.	1st.	100	do	98
	b. c.	98	100	do	s3. 98
1,000	B. & R.	1st,	97	100	do	98⅛
10,000	L. Con.	1st,	C.	95½	100	do	b3. 98⅜
6,000	C. & R.	1st P.	7s.	103	500	do	98⅜
5	Fourth Nat. Bk.	101¾	200	Chi. & N. W.	b. c. 37⅝
3,000	Cin. 1st	78	200	do	37⅝
26	Bel. & H. Can'l.	x-d.	114	100	do	b10. 37⅞
5	do	114½	200	do	37⅞
200	West. Un. Tel.	b. c.	72⅝	500	do	38
200	do	72¾	100	C. & N. W.	Pf.	b. c. 53¾
1100	do	72¾	100	do	55
300	do	72¾	200	C., Mil. & St. P.	b. c. 34½
200	do	s3. 72¾	100	do	34⅝
200	do	72¾	100	do	b3. 34⅝
50	Amer. Ex	66	100	do	34⅝
200	Pac. Mail	b. c. 44	100	do	34⅝
800	do	b3. 44⅛	300	do	34⅝
1500	do	44⅛	200	do	34⅝
900	do	c. 44⅛	200	do	34¼
100	do	44⅝	55	Del., L. & W.	b. c. 106⅞
500	do	44¼	20	do	107
100	do	b3. 44¼	20	P., Ft. W. & C.	b. c. 92½
45	N. J. Cen	b. c. 105⅛	300	Tol., W. & W.	b. c. 35⅛
500	L. S. & M. So.	b. c. 73	100	do	b3. 35¼
200	do	b3. 73⅛	200	do	35¼
4700	do	73⅛	200	do	b3. 35⅜
300	do	73⅛	100	do	s3. 35¼
4500	do	73⅛	400	do	35¼
1000	do	s60. 73⅜	100	do	35⅜
200	do	73⅜	200	do	s3. 35¼
2100	do	73	10	N. Y., N. H. & H.	b. c. 128
1500	do	73	100	Pac. R. of Mo.	b. c. 17½
1100	do	72⅞	100	Pac. R. of Mo.	b. c. 39¼

SALES FROM 2:30 TO 3 P. M.

300	West. Union	72⅛	600	Erie Railway	32¾
100	do	72½	100	North-western	37⅝
100	do	72⅜	600	do	37⅜
200	do	73	100	do	37⅞
300	do	72⅞	800	do	38
400	Pac. Mail	44⅛	400	do	38
100	do	44⅜	100	North-west. Pf.	55
200	do	44⅜	100	N. J. Central	105¼
500	do	44⅝	300	Rock Island	97⅜
10	C., C. & Ind.	73½	200	St. Paul	34⅛
1800	Lake Shore	72⅞	30	do	34¼
100	do	73	100	do	34⅜
1300	do	73	300	Tol. & Wab	35
200	do	73⅛	200	do	35⅛
200	do	s3. 73⅛	400	Bost., H. & Erie	1¼
800	do	73⅛	100	do	1½
1100	do	b3. 73⅛	200	Ohio & Miss.	b3. 25⅜
600	do	73⅛	300	do	b3. 25⅝
400	do	b3. 73⅛	200	do	25⅜
200	Union Pac	26¼	50	do	25⅞
200	do	26⅜	85	Morris & Essex	93⅞
300	do	b3. 26⅜			

FRIDAY, July 16—P. M.

Continued dullness has been the characteristic of the Wall Street market to-day, though the general tone of business on the Stock Exchange experienced and retained to the close an improved and stronger feeling. At the opening stocks on the general list were steady, but shortly afterward advanced ¼ to 1¼ ₱ cent., the leading dealings being in Lake Shore, Western Union, Pacific Mail, Wabash, Union Pacific, St. Paul, and Erie. The advance ranged as follows over Thursday's closing prices: Western Union, ⅞; Pacific Mail, 1; Wabash, 1; St. Paul, ⅜; Union Pacific, ⅜; Erie, ⅝; Northwestern, ¾. A slight reaction, ranging from ⅛ to ½, took place about midday, but at the Second Board the market recovered, and was firm at the highest prices of the day. There was a considerable falling off in the transactions during the afternoon, as compared with those of the morning, and in the last hour the market showed a weak tendency with extreme inactivity. Just prior to the close greater strength was manifested, and the final sales were generally at the highest prices of the day, and showed a gain of ¼ to 1¼ ₱ cent. on yesterday's closing rates. The exception to this improved condition of affairs was in Panama, a loss of 1 ₱ cent. Gold showed some strength by an advance of ⅛ ₱ cent., opening at 109⅞, and closing at 110, the great bulk of the sales being made at 110. Carrying rates were 1½, 1, and finally 2 ₱ cent.; no borrowing quoted. The Assistant Treasurer paid out $220,000 for interest on bonds of the Government, and $22,000 in redemption of called 5-20s. The Customs receipts were $364,000. Money was easy and abundant throughout the day at 2@3 ₱ cent. for call loans. There was a marked improvement in Foreign Exchange, the leading drawers advancing their rates to $4 87½ for 60 days' sterling bills and $4 90 for demand, actual business rates being $4 86½@$4 87 for long bills and $4 89¼@$4 89½ for demand. The disturbance consequent on the reported railway loan transactions in London has subsided, and the market closed firm at the improved rates. Continental Exchanges were quiet and firm. Prime discounts moved readily at 5@6 ₱ cent. The specie engagements for shipments by to-morrow's steamers thus far reported amount to $100,000 gold coin and $50,000 silver. The

The New York Times.

NEW-YORK, SATURDAY, JULY 18, 1874.

AMUSEMENTS THIS EVENING.

BARNUM'S ROMAN HIPPODROME.—CHARIOT RACES—GYMNASTIC ACTS—MENAGERIE. Matinee.

WOOD'S MUSEUM.—DRAMATIC PERFORMANCE afternoon and evening. Curiosities.

NIBLO'S GARDEN.—FAUSTUS—Mr. E. Eddy, Jos. Wheelock, Miss Ida Vernon. Matinée at 2.

BOWERY THEATRE.—BLACK EYED SUSAN—TRUMP CARD—Mr. Geo. Darrell and others.

THE COLOSSEUM.—CYCLORAMA OF LONDON BY DAY—Afternoon.

METROPOLITAN THEATRE.—VARIETY ENTERTAINMENT.—Mme. Violette Picault and others. Matinée at 2.

CENTRAL PARK GARDEN.—SUMMER NIGHT'S CONCERT—By Theo. Thomas' Orchestra.

LEAVITT ART GALLERY.—ART EXHIBITION—Court of Death.

THE NEW-YORK TIMES.

THE NEW-YORK TIMES is the best daily family paper published; it contains the latest news and correspondence; all objectionable advertisements are rigidly excluded; and it has a constantly increasing circulation among the most respectable classes of the community.

TERMS TO MAIL SUBSCRIBERS.

The DAILY TIMES, per annum, including the Sunday Edition.....$12
The DAILY TIMES, per annum, exclusive of the Sunday Edition..... 10
The Sunday Edition, per annum..... 2
The SEMI-WEEKLY TIMES, per annum..... 3
The WEEKLY TIMES, per annum..... 2

Club rates of THE WEEKLY—all to one Post-office address—Five copies per annum, $7 50; Ten copies, per annum, $12 50; Twenty copies, per annum, $22; Thirty copies, per annum, $30, and One extra copy to each Club. For every club of fifty, one copy of THE SEMI-WEEKLY TIMES to the getter-up of the club.

When the names of subscribers are required to be written upon each paper of the club at one post-office address, ten cents for each copy additional to the above rates.

Club rates of THE SEMI-WEEKLY TIMES: Two copies one year, $5; ten copies, one year, $25—and one extra copy free. New names may be added to clubs at any time during the year, at club rates.

THE SEMI-WEEKLY and WEEKLY mailed one year to clergymen at the lowest rates.

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New-York City.

The legal rate of postage on THE DAILY TIMES, including Sunday edition, addressed to its regular subscribers, is $1 40 per annum, or 35 cents per quarter; DAILY, without Sunday edition, $1 20 per annum, or 30 cents per quarter, PAYABLE IN ADVANCE at the office where the paper is received. Subscribers who receive their copies by letter-carriers will please hand the annual or quarterly postage to the carriers, taking their receipts.

TO ADVERTISERS.

☞ For the accommodation of up-town residents, advertisements for insertion in THE TIMES will be received at No. 54½ West 23d st., junction of Broadway and 6th av.; No. 308 West 23d st., opposite Grand Opera-house, at same rates as are charged at office of publication.

☞ For the accommodation of east-side advertisers, advertisements for insertion in THE TIMES will be received at the East-side Advertising Office, No. 504 3d av., corner 34th st., Third Avenue Railroad Building, at the same rates as are charged at the office of publication.

NOTICE.

We cannot notice anonymous communications. In all cases we require the writer's name and address, not for publication, but as a guarantee of good faith.

We cannot, under any circumstances, return rejected communications, nor can we undertake to preserve manuscripts.

Persons leaving the City for the Summer can have THE TIMES *mailed to their address at one dollar per month.*

THE SUNDAY TIMES FOR SARATOGA.

We shall dispatch a special train to Saratoga to-morrow (Sunday) morning with a large edition of the paper, containing a full account of the race to be rowed to-day, and the usual variety of interesting matter. News-dealers along the line should send in their orders at once.

The French Ministry is being quietly reorganized in a way which has an important bearing on the future of the country. Thursday it was M. MAGNE, a prominent Imperialist, though not of the aggressive type, who resigned; yesterday it was M. DE FOURTOU, an Imperialist almost equally decided, and much more given to political intrigue. M. MAGNE'S resignation turned, ostensibly, upon the rejection of his financial schemes; M. DE FOURTOU'S is directly attributed to his refusal to take part in the proceedings against M. ROUHER for conspiring in favor of the Empire. The real meaning of both is that the Marshalate has finally broken with the Bonapartists, and that this party must henceforth make such progress as is possible to it in opposition. Any one who understands the enormous power over the electoral machinery wielded by a French Minister of the Interior, will appreciate the loss which the Bonapartists have sustained in seeing their stanch ally deprived of that office.

If it be true, as reported, that Mr. DANIEL W. VOORHEES is the author of the repudiation plank of the Indiana Democracy, that long-forgotten gentleman has emerged from his cerements to very little purpose. He was one of the earliest to avow his determination to procure, if possible, an avoidance of the debt which the nation had contracted in carrying on the war; and the pestilent heresy which later gained prominence by the advocacy of GEORGE H. PENDLETON was one of VOORHEE'S earlier dreams. No more striking comment on the impenetrable density of the average Democratic intelligence can be found than this preposterous revival. The theory is nearly ten years old; it has been condemned in innumerable elections, State and national; yet here is a State political organization, claiming to be respectable, solemnly affirming that five-twenty bonds ought to be paid in greenbacks, "according to law."

Arkansas, never a very decorously governed State, is reaping the fruits of the late disgraceful disorders of its petty war. It was said that the recent conviction and hanging of WALLACE, the Johnson County desperado, excited much sympathetic feeling in Arkansas, as "he was highly connected." The high connection did not refer to the gibbet from which he eventually swung, but to his aristocratic family, who proceeded to shoot the hangman on the first convenient occasion. This unfortunate person, who had no more responsibility for the hanging than the gallows-tree itself, is probably only one of several victims marked out for vengeance. Human life is as cheap as political honor in Arkansas.

Great Britain is likely to refuse, for the third time, the cession of the Fiji Islands. This proposition has been made in various forms. The last is not so much a protectorate—as heretofore—as a cession on certain conditions. These conditions are somewhat onerous, the reigning King, THAKO MONA, thriftily looking out for himself by stipulating that he shall have an annual income of fifteen thousand dollars, gold, while he lives. The British Government is willing to take the responsibility of governing the islands, but it is insisted that the cession shall be absolute and unconditional. The whole scheme is the work of the Australian colonists, who will be disappointed by its failure.

We dare say that some of our readers noticed a passage in Mr. DISRAELI'S speech on "Home Rule" in which he refers, in passing, to the popular education of the present day. "I have no doubt," he said, "that when all the various systems of education now afloat are matured, and the consequences are really accomplished, the great body of the nation will not be acquainted with anything but the information of the current hour." This information must, of course, be provided by the newspaper, and under these circumstances it is very satisfactory to find that newspapers are invariably in such good hands. So far as we can recall at this moment, there is not a single journal in New-York in the hands of lobbyists, black-mailers, or quack doctors who are forcing themselves into practice by means of "newspaper influence"—so that here, at any rate, the prospect for the public morals is a very good one.

In two or three large cities of the United States there are just now going on some very striking exposures of man's frailty and woman's cunning. Our own courts are treating the public to the details of a strange scandal, in which the real prosecutor, a married man, testifies that he was nearly driven to desperation by the exactions of the woman, who used his fears to extract money from him while she pursued him from city to city. In San Francisco a somewhat similar trial is in progress, the prosecutor being a notorious person who charges her former paramour with having defrauded her of several thousand dollars in gold. The defendant, it appears, has a wife and five children, and his domestic relations were constantly in jeopardy while he maintained his unnatural intimacy with the woman who now sues him for money which he claims to have expended for her own luxuries. The insight thus given into some phases of our social life is not a pleasant one. Since the art of black-mailing has taken this form, however, we may hope that its very commonness will alarm men who would not otherwise be kept within the bounds of decency.

After a multitude of negotiations, some of them reaching back to the time of the last Empire, a postal treaty has been finally concluded between France and the United States. The provisions of this convention are made public and the new rates go into effect on the 1st of August, 1874. It will be seen that the terms of the agreement are liberal, providing for closed and direct mails at rates which agree substantially with those between the United States and Great Britain. The conclusion of this matter is one upon which the two nations concerned are to be congratulated.

THE UNROWED RACE.

When the audience is called to the theatre and the curtain rises and the performance seems about to open, it is rather disappointing to see the manager step forward and announce that "owing to unforeseen accidents" the play cannot be produced. That is the entertainment which, unfortunately, has been placed before about twenty-five thousand persons at Saratoga, and very naturally it has failed to give universal satisfaction. In the first outbreak of disappointment there will be some injustice done, but it is impossible to deny that the arrangements have not been free from mismanagement. One postponement, after all the world had been invited to see the race, was bad enough. By way of providing against a repetition of such a mischance, ordinary prudence would have suggested the selection of an hour on the following morning for the contest. This would have given a double chance; for, if the morning had turned out to be unfavorable, the race might have been rowed in the evening. As a matter of fact, we all know that the weather was favorable for the race yesterday morning, and that it might have been rowed at 8 or 9 o'clock with far less inconvenience to the contestants than they would inevitably have been subjected to at a later hour. There seems to have been no foresight in the arrangements—but the mistakes of this year are scarcely likely to be repeated on another occasion.

And it is not desirable that they should be repeated, for the public interest has been aroused in this race to a very uncommon extent. We can scarcely remember an event not involving a war, or some vast issue in politics, which has occasioned so much excitement. Crowds of persons waited around the newspaper offices last night until long after dark, and we received many hundreds of messages from all parts of the country requesting information about the result of the race. In fact, this college contest became all at once the absorbing subject of the hour. In New-York even HAVEMEYER was forgotten, the *Herald* "intellectual department" ceased to mumble about Cæsarism, and the Chicago fire was as much a thing of the past as if it had happened ten years ago. All this shows that the college boat-race is destined to occupy as great a space in the public mind here as the Oxford and Cambridge boat-race occupies in England—perhaps even a greater space, for the contending colleges are more numerous here, and their friends are scattered all over the country. And, although there may be some who see objections to this popularity of the race, we confess we are not of the number. "Muscle" has not been too much worshiped yet, at least not for some years past, and it ought to have its day now. Round-shouldered men—men without an ounce of strength to spare—have been becoming more and more common, and the popularity of boating will very soon produce a change in that respect. Of course there are some evils connected with the regatta as at present conducted. Saratoga may, perhaps, be deemed rather a demoralizing place for young men, and it would be a pity to see an event of this kind fall chiefly into the hands of the gamblers. But next year most of these drawbacks can be guarded against by the simple expedient of appointing a committee from say three or five of the colleges to manage all preliminary details, and to fix a time for the race which should on no account be changed.

We should be sorry to see another postponement ordered to-day, and luckily such a contingency is scarcely probable. The public is rather an impatient creature to deal with, and it cannot be expected to keep its neck on the stretch looking out for the winning boat for an indefinite period of time. We trust the event may be decided to-day, and if anybody wishes to know the sweets of popularity, he ought to be in the position of the winning crew when they land after their hard tussle. They may have other successes in life reserved for them, but none that will be more intoxicating than this. And with youth, inestimable youth, to enable them to enjoy the victory, it will be hard if the captain and his crew do not find cause to remember the 18th of July as long as they live.

JOURNEYING.

Both the word and the thing seem to have vanished with the advent of steam. People "travel" by rail and steam-boat; they make "trips," "excursions," and "expeditions," but they no longer "journey." There is no "journeying" possible by railway and steam-boat; they are too swift and too noisy. Journeying is a quiet kind of traveling, always of moderate speed, up hill and down, faster or slower, as the road may dictate, with stops of all sorts, to suit the necessities or the humors of man and beast. As the name imports, it is the occupation of the day-time, and not of the night. Sleep and rest intervene between the successive days. The impatient locomotive seems to scorn the scenery through which it plunges; it turns all the poetry of nature into prose by shunning the hill-tops and the deep valleys, and reducing all to the monotony of a plain. Day and night are alike indifferent to it; regardless of all but the inexorable time-table, the journeying traveler goes *over* the country, the railway tourist *through* it.

If there had been railways in the East, the good Samaritan would not have been "journeying" on the road when the helpless Jew had been waylaid, and the name of his country would not have been handed down associated with the highest type of disinterested kindness. If Yorick could have visited France and Italy by modern conveyances, we should never have had the *Sentimental Journey*; and the tender interviews with the lady at Calais, over the purchase of the "remise," would have been wanting. He would hardly have lost a train at Moulines to find the poor distraught Maria, whom his friend, Mr. Shandy, had met there, and to whose lips we owe that most touching expression of tenderness: "God tempers the wind to the shorn lamb."

That delightful book, *The Strange Adventures of a Phaeton*, has shown how much pleasure can still be got from journeying in England, and it has set many people to thinking whether the same pleasure is not attainable in this country. It certainly is, and no one need go far to find it. In any district, where there is the variety of mountains, valleys, rivers, lakes, and frequent farm-houses and villages, which belongs to all the Eastern States, a carriage journey, at this season of the year, offers the keenest enjoyment. Take the northern portions of New-Jersey and the eastern counties of New-York, on both sides of the Hudson; Western Connecticut, especially the villages of the Housatonic and the Naugatuck; the Connecticut River Valley through its entire length; the Counties of Berkshire and Franklin, in Massachusetts; both slopes of the Green Mountains, in Vermont, and almost the whole of New-Hampshire, and you may choose the ground of your journey almost at random. It is all full of beautiful scenery, the roads are good, and the villages and other suitable resting places are at convenient intervals. There is a lack of good inns, because there is so little occasion for them, since stages and private carriages have given place to railways; but if the traveler at home will put up with inconveniences as cheerfully as in out-of-the-way places in Europe, he need never lose the enjoyment he is in search of. He must expect simple fare at the best, often homely and rough fare; he will have to sleep on something harder than hair-mattresses, unless, indeed, he is treated to the doubtful luxury of feather beds; but with appetite for seasoning and wholesome fatigue for a pillow, he ought always to enjoy a good digestion and to sleep soundly.

It will be prudent to carry a few condensed luxuries and useful condiments, to help out a meagre dinner; a little tea and coffee, and a case of biscuit to make up for bad bread, which is perhaps the hardest to bear of all the shortcomings of country inns.

Some pains, too, must be taken in the choice of a vehicle. Most carriages for city use are too frail for rough roads, and they are not often roomy enough to hold the necessary outfit of a journeying party, even in the most compact form. The coupé rockaway and the park phaeton are the best for the purpose of those in common use in New-York. The front seat ought to be low, so as to be within easy talking distance of the interior, if the journey is to be made (as the ideal journey should be) without a servant. If not more than usually roomy, it should have a trunk-rack behind, and one trunk, with bags and dressing-cases, is enough for all whom the carriage will accommodate. On long journeys, baggage can be sent from point to point by express, to supply the necessary changes of clothing. The most open carriage is the best, as scenery is certainly finer from a carriage without a roof, however open the sides may be. It is, however, very desirable to have a top to cover at least the ladies of the party in rainy weather, for some rain can scarcely be avoided in a country journey. Of course an abundance of water-proofs and warm wraps is indispensable.

The choice of horses is even more important than of carriages. City horses will not often stand the hard work of a journey. They are too much pampered and tenderly cared for at home, and they are not used to long stages and continuous driving. Even with one's own carriage it is safer to hire horses out of some country stable, where they are in the habit of doing such work as will be required of them. Strong harnesses should be insisted on, especially with strong reins, pole straps and breeching; the latter, though not much used in town driving in this country, is a great safe-guard in going down steep hills.

If he is to drive strange horses, the driver of the party should get exact instructions from their owner as to feeding, watering, shoeing, &c. Some horses are never watered on the road, but only when they are fed; but the old-fashioned country habit was to let them wet their noses in the wayside watering troughs about once in every seven miles—the space of an hour's journey at the nominal gait. Thirty miles a day is far enough, and is about as much as horses will bear, week in and week out, and more than the travelers will care to go continuously. It is pleasanter to divide the journey into two stages for morning and evening. This avoids the heat, gives a long rest at noon, and presents scenery under its best aspects—those of morning and evening shadows. It is astonishing how much light and shade have to do with the beauty of a landscape. The same scenery which seems lifeless and dull under the glare of the noonday sun, is full of varied beauty both at morning and evening. Sunrise is a luxury to be enjoyed very rarely, but sunsets ought never to be lost by those who are journeying for pleasure. There should be plenty of books for the resting places—light books which do not tax the attention too seriously.

If journeys, such as we have described, could come into fashion again, all the requisite conditions for them would rapidly improve. The roads would be better made and mended, there would be some inducement to improve the character of country inns, and there would be always an available supply of carriages and horses. The attractions of the country are not lessened as the population becomes denser; on the contrary, the influences of wealth and taste extend further and further into the interior every year.

Two things especially recommend this way of spending a summer vacation—its cheapness and its healthfulness. It offers no temptations to overspending, and it produces the best possible effects on body and mind, resting and reinvigorating both.

PHILOLOGISTS AT HARTFORD.

The word-mongers are having their yearly long talks—this time at Hartford, a place rather well known for a convention once held there, but for purposes rather logical than philological. The meeting this year has not been marked by the reading of any paper or papers that would seem quite worthy of a gathering of scholars from far and wide. Perhaps the subjects treated have an interest and an importance to professed philologists, which the uninitiated cannot hope to find in them. But surely most of what is said at such a gathering upon a subject so much studied and thought of and talked about as language, ought not to be beyond the apprehension of men of education and of ordinary intelligence, or without interest to them. And yet we more than doubt whether to a majority even of the more thoughtful of such men, the subjects treated at this new sort of Hartford convention will be of much moment or significance. Whether in the tenth book of the *Odyssey* "Lamos" is a city or a person, and whether, if it be the former, the sheep and kine were driven in and out at this time or at that, is a proper subject for comment in a note by an editor, who it is to be hoped would not waste too much time and type upon it; but why a man should write a long paper upon it, and go to Hartford to read his paper to an assembly of other men, who are not without means of rational enjoyment even in vacation time—say catching fish or lying under a big tree with a good novel—will certainly seem to many intelligent people not to be easily accounted for. And so, as to the prepositions in the Homeric poems and their adverbial relations; surely whatever is to be said upon that subject should be put in as compact and unpretending a printed form as possible, and laid by quietly for reference and use by the makers of Greek grammars, in relation to which it has some value, but otherwise almost as little as it has of general interest. And that unhappy Greek subjunctive mood, which has been so pulled and hauled about year after year by learned professors—is it of such very great importance that we should be able to label its shades of meaning, and set up rigid lines of demarkation between them? Were the Greeks themselves able to do this? Would our knowledge or enjoyment of any Greek author be sensibly diminished if the Greek subjunctive, or, at least, the discussion of it, were dropped forever?

Prof. WHITNEY'S attempt to determine the proportional numbers of the various sounds in the English language—as, for instance, how often *ah* occurs, and how often *u*, either as in *tune* or in *surd*, how often *e*—was regarded with some satisfaction in certain quarters as opening a new and interesting vein of investigation. We should rather look upon it as evidence of the extremity to which a very learned man can be driven in his need of a subject for professional study. It would seem that no man should know better than Prof. WHITNEY how shifting, and even how capricious, pronunciation has been, and what sudden and unaccountable changes are found to have taken place in it, even within a century. And what does he mean by the English language, when he treats, not of its established pronunciation, but of the sounds actually heard in it? What written English is, we can measurably fix; but what are the sounds of spoken English? Are they those heard in "Vair-mount," or those in "Muzzouruh," or those in "Georgy" and "Alabamy," or those in "Lunnun," or those in "'Am'shire"? Why, when we come down to such questions as the differences between two long *a*'s, and two short *u*'s, and the sound of *ing*, we shall find as many authorities, not only as there are places, but almost as many as there are men. It is nearer the truth than, perhaps, Prof. WHITNEY may suspect, that there are no two men in the world who pronounce the English language exactly alike. Only a very remote approximation to anything like a general truth seems possible on so delicate and variable a point. As to particular assertions of this distinguished philologist, for instance, that "the sound of *ah*, which probably constituted thirty per cent. of the earliest Indo-European language, constitutes in modern English only one-half of one per cent.," and that the giving of this sound to *ask, aunt*, &c., forty or fifty years ago, was "a characteristic of Yankee pronunciation," we shall, of course, not enter here upon their discussion; but we shall venture to say that he may expect to find his assertion as to the proportion of *ah* sounds disputed by Englishmen, and that as to this sound in *ask* and *aunt* being peculiar to Yankees half a century ago, denied by those who have made early English a study.

The paper read by Prof. SHORT, of Columbia College, upon the Latin of the Vulgate, seems to have been of real value, and of some general as well as of permanent interest. The relation of the Vulgate, on the one hand, to an earlier manuscript text than now exists, and on the other to our English version, through the Wycliffite and other early translations made from it into English, render that old Latin text of abiding interest and importance, not only to all Biblical scholars, but to all who are interested in the study of our language and its literature. Prof. SHORT'S examination of this text and comparison of it with the Greek seem to have been thorough and highly appreciative, and embody results which ought to be made accessible to students in a printed form.

But there is one reflection which cannot but be made by a layman upon the proceedings of all these conventions—that so much time and labor are spent upon minute and recondite matters of the past, while nothing is done for instruction or guidance in the present use of language. If philologists content themselves with the mere recording or investigating of what has been done, they must not be surprised if their service is regarded as of comparatively small importance to living men, to whom language is a living thing. We do not reflect here, of course, upon the higher philology which has unlocked the secrets of nations and bound the past of India and of Europe together. But of that our philologists give us or each other nothing.

THE WICKED WHISTLE.

Boston seems to be never without a grievance of some kind or other. It was thought that after "the greatest work of the nineteenth century"—the Hoosac Tunnel—had been completed, the world in future would hear nothing of her save that which connected her name with "the centre of trade and commerce;" but there is evidently too much human nature in the average Bostonian to admit of a complete surrender of the time-honored privilege of grumbling. Of late he has been reciting his woes so lugubriously as to attract the attention and elicit the sympathy of the outside barbarians, a result which was, of course, in the last degree disagreeable to his feelings. At the present moment, what appears to trouble him most is a disposition on the part of certain ill-mannered foreign engineers to whistle him to scorn. Three railroad companies—the Providence, Old Colony, and Hartford and Erie—have depots in the heart of the city. Along each line are scores of private dwellings. During a considerable time it has been the habit of the engineers, when approaching crossings and bridges, to awake the echoes with loud, long, and shrill whistles. At last the system became not only monotonous, but exceedingly irritating to the residents, and they complained of it to the Common Council. It was then made a case for special investigation by the Health Committee, and finally turned over for the consideration of, the Railroad Commissioners. Meanwhile, the foreign engineers, after having heard the charges against them, had the extreme bad taste to render the nuisance as much more offensive as their strength and ingenuity would permit. The whistling at night was made to resemble screams of derision. There were imitations of moans, long and painfully drawn out, and what might be called terror-whistles, each and all accompanied by variations of a character to render repose absolutely impossible.

Letters of complaint, instead of inspiring fear, had precisely the opposite effect. The terrible engineers had their blood up, and they were determined to "take it out" of their accusers while the law permitted them to do so. This is how they do it: Whenever a well-dressed old gentleman is seen driving on a bridge over a railroad-crossing just as the locomotive is approaching, the engineer instantly seizes his convenient weapon, and makes a succession of such horrible noises with it that the horses either take fright and dash madly to the other side, or plunge backward, damage the carriage, and scare the inmates very badly. Another plan for "getting square" is to use the whistle for "speaking and signaling to their girls." The residents might make an effort to put up with almost any other form of the nuisance; but this they consider a public scandal. Having acquired a knowledge of the signal system employed by the engineers, and being able to spell out messages to wives and sweethearts, they profess to be very much shocked at the nature of them.

A few days ago the Railroad Commissioners granted the petitioners a hearing in presence of the legal representatives of the offending companies. The testimony offered gave in detail the facts which we have summarized. Among all the sufferers from the nuisance, there was, apparently, only one, a Mr. WOODWARD, who had preserved sufficient calmness to be able to present a forcible reason for the suppression of the whistle. "I shall not," said he, "be much disappointed if you do not prevent the engineers from using the whistle in the day-time. Indeed, I may say that I shall be satisfied if you have it discontinued at night, for then it is a great disturbance to persons in good health, and a great injury to invalids." But for this scrap of reasonable speech the Commissioners might have done nothing but laugh heartily at the complaints. As it is, they have shown a disposition to make a little more interesting reading for the public. They have adjourned further hearing until the 22d instant, so as to give the Police and the petitioners an opportunity to present further testimony in relation to the nature and purpose of the whistling complained of. Should the whistle be abolished as the result of this investigation, the Bostonians, it is but right to say, will very soon find themselves possessed of another grievance almost as bad. One of the railroad lawyers present at the inquiry incidentally remarked that "the bell did not amount to anything as a signal," and that he thought it would never do as a substitute for the whistle. From this it may be supposed that the suppression of the latter will not very materially benefit the residents along the lines in question. Many of our readers know what can be done with the bell toward making night hideous, even when the engineer has no particular reason to employ it as an instrument of revenge. Judge, then, what it can be made to do under the control of the wicked foreign engineer on his way in and out of the "Hub." We pity the poor Bostonians.

QUACKS AND "CABALS."

Sometimes an ignoramus, by uttering a half truth with a great deal of fuss and ceremony, imposes even upon those who are not quite so ignorant as himself, and the harm that he thus does, makes it, in a manner, necessary to notice what otherwise would be passed by in silence. Thus the "Lobbyists' Own" displays the vastness and the variety of its misinformation in regard to *cabal* and *kabbalah* in an article composed in equal parts of ignorance and "cram"—the latter taken word for word from the American Cyclopædia. In utter ignorance that *cabal, caballa*, and *kabbalah* mean not only the same thing, but are actually the same word, to all intents and purpose, it is asserted that THE TIMES:

"Gets it confused with the English word *cabal*, or junto, which originated from the names of the five Ministers of CHARLES II., about 1670. These were CLIFFORD, ASHLEY, BUCKINGHAM, ARLINGTON, and LAUDERDALE, whose initials spell the word *cabal*. THE TIMES asserts that the 'original cabal' was of Egyptian origin. This is about as far from the truth as is possible, since Kaballah comes from the Hebrew word *Kabbel*, to receive, and was first used to signify traditional teachings."

As to this wonderful "English word *cabal*," of course, we have all heard the story about the five statesmen; having done so at the same time that we learned that crocodiles enticed men to the banks of the Nile by weeping and wailing, and then devoured them. But let us see what RICHARDSON and LATHAM say about it, men who had more knowledge of English words in the parings of their nails than all the "skilled talent" of the Nassau street organ, assisted by a selection of quack doctors, could acquire from now until doomsday. First, RICHARDSON says:

"CABAL. From the Hebrew. A hidden science of divine mysteries, &c. * * * To a crew of rogues it appears to be applied, because they are associated for dark and mysterious purposes, with secret and concealed designs."

Not a word here as to the initials of the names of CHARLES II.'s five ministers being the origin of *cabal*. Next LATHAM:

"CABAL. *Same as Cabala.* [Citing as example and authority.] 'The childish fancies and fables of the Jewish rabbins in their Talmud and *cabal*.'—*Hakewell's Apology.*"

Again not a word about the five ministers. But there is a passage which has at second or third hand misled our lobbying sage. It is in Bishop BURNET'S *History of His Own Time*, and is as follows:

"This junto, together with the Duke of Buckingham, *being called* the "cabal," *it was observed* that "cabal" *proved* a technical word, every letter being the first of those five: CLIFFORD, ASHLEY, BUCKINGHAM, ARLINGTON, and LAUDERDALE."

The fact was (and it appears plainly enough by this very passage) that the junto of ministers was first called the cabal because, as RICHARDSON says, they were a crew of rogues associated for a dark and mysterious purpose, and then "it proved" by chance that in this case the initials of the names of the rogues spelled the word. If in getting up his cram this writer had had time to look at a preceding article in the Cyclopædia itself, he would have seen the following very sound paragraph:

"Some authorities have *erroneously* stated that the word was formed about 1670 from the initials, &c., &c., called the cabal ministry; *but it was in use in English long before their time.* It was probably derived from the Hebrew *cabala*, and like that word generally conveyed the idea of something secret and mysterious."

As to the Hebrew origin of the word and of the thing, it will appear that both word and thing are Coptic, and were carried by the Hebrews out of Egypt.

We should not have wasted so much space upon such a criticism, had it not been so perfect an example of that kind of little knowledge which is such a dangerous thing, and of the consequences that will happen to children who handle edged tools. Where such blundering pretense to knowledge comes from, of course, we cannot tell, but it is much what we might expect if it could be traced to an ignorant Irish lobbyist or a quack doctor.

OBITUARY.

PHILETUS H. HOLT.

Philetus H. Holt, who has been more than half a century prominently connected with the flour trade of this City, died at his residence on Madison avenue, on Wednesday afternoon, at the age of seventy-one years. For many years past he had been a sufferer from dyspepsia, and for more than six months prior to his death had been confined to his bed. He was widely known among the commercial community, and in his special line of business he won for himself an honorable name. He was regarded as a representative business man, and as a citizen was held in the highest esteem. He began life as the junior partner in the firm of Stephen Holt & Son. Succeeding on his father's death to the business, he changed the firm name to that of P. H. Holt & Co., under which title the house made an enviable mercantile record for itself. Mr. Holt with the late John L. Buckley, Theodore Banks, William H. Powell, and other produce merchants of the old school, was associated in founding the old Corn Exchange, which was eventually succeeded by the Produce Exchange. He withdrew from active service about fifteen years ago, though retaining an interest in the house of which he had long been the honored head, and which is now known by the name of Holt & Co. Mr. Holt was also one of the early members of the Seventh Regiment, of whose peculiar gray uniform coat he was the originator. His funeral will take place to-day (Saturday) at 10 o'clock A. M. from St. Bartholomew's Church. Mr. Holt was a Director of the Bank of New-York, of the Savings Bank in Bleecker street, the Exchange Fire Insurance Company, and St. Luke's Hospital, Fifth avenue. He was at one time Lieutenant Colonel of the Seventh Regiment, of which he was one of the oldest living veterans.

POSTAL CONVENTION WITH FRANCE.

RATES OF POSTAGE UNDER THE NEW ARRANGEMENT.

WASHINGTON, July 17.—The ratifications of the postal convention between the United States and France were exchanged to-day at the Post Office Department, and the convention will be carried into operation on the 1st of August next. The single rate of international postage for ordinary letters will be nine cents in the United States for each weight of fifteen grammes, half ounce, or fraction thereof, and fifty centimes in France for each weight of ten grammes or fraction thereof. The prepayment of ordinary letters is optional, but letters unpaid or insufficiently paid will be charged at the destination, in addition to the unpaid or deficient postage, with a fixed fee of five cents in the United States or twenty-five centimes in France. Letters only can be registered, the international register fee being ten cents in the United States and fifty centimes in France, which fee, in addition to the ordinary postage, is in all cases required to be prepaid. Other classes of correspondence, when posted in the United States for transmission in the mails to France, will be submitted to the following rates of postage in full to destination, the prepayment of which is compulsory: Newspapers, three cents each, if not exceeding four ounces in weight; samples of merchandise, books, pamphlets, periodicals, and other printed matter, except newspapers, if not exceeding one ounce in weight, two cents; if over one but not exceeding two ounces, four cents; if over two but not exceeding four ounces in weight six cents, and for packets exceeding four ounces in weight an additional rate of six cents for every additional four ounces or fraction of four ounces. Correspondence other than letters, posted in France and addressed to the United States, will, in like manner, be fully prepaid to destination, and is to be delivered free of any postage charge. New-York and Boston are the offices of exchange, on the side of the United States, for all mails dispatched to or received from France under this convention.

THE LONDON REGATTA.

The annual "Metropolitan Amateur Regatta" took place on the 1st of July at Putney on the Thames. All the clubs of London and vicinity were represented except the University Eights. The *Pall Mall Gazette* gives the following condensed account of the contests: "The value of the challenge prizes at the Metropolitan Regatta, which is more than three times that of corresponding prizes at Henley, together with presentation silver cups for all winners, might well tempt University amateurs; but somehow the date of the fixture always seems to deter them from sending anything more than stray competitors for sculls and pairs. The London Rowing Club did not come off so well as they did at Henley, but some of their best men were unable to row at the last. The eights fell to the Thames Club by half a length, Kingston beating London by the same distance. Kingston had at Maidenhead Regatta, two days after Henley, beaten this Thames crew with ease; but then they had Way, of Oxford, for stroke, whereas yesterday they had lost him, and had to put Benson in his place. The Senior fours, with coxswains, fell to the Thames Club also. Those without coxswains were an easy win for the London Rowing Club, Long and Gulston followed up their Henley success by winning the Champion Pairs with great ease, Chillingworth and Herbert, of the Ino Club, being their only opponents. In the sculls, Fawcus, of the Tyne, was drawn, reserving himself for the Wingfield Sculls, on the 20th and 22d of this month. The final heat lay between Dicker, of Cambridge, and Freeman, of the Thames Club. Dicker came in first by a length, but lost the race on a foul to Freeman. Dicker pursued just the same sort of tactics as last year, when in rough water he had the worst of the race against Knollys, of Oxford. So soon as Freeman began to have the best of the race, Dicker fouled him, not once only, but twice, in a most unmistakable manner. We doubt his gameness against a really good opponent, and shall look with much interest to his meeting with Fawcus in the Amateur Championship. In the Diamond Sculls this year, as last, he had so much the best of the shelter of the station that he could hardly help winning; but on the metropolitan course the wind can never be so decided from start to finish. The Junior Metropolitan Eights were won by the Thames Club, who beat the London Rowing Club by half a length, just the same distance that they had beaten them for the Thames Cup at Henley Regatta. Next year it will add much to the interest of the meeting if University clubs can be induced to stay on in training after Henley and to compete at it."

TROUBLED SPAIN.

The Madrid correspondent of the London *Echo* writes: "It was believed that Sagasta, whose mysterious reserve and reticence gave rise to so much conjecture as to his allegiance, was in favor of the Bourbon restoration, and now his own particular organ, *La Iberia*, declares clearly and explicitly that it never will defend such an ignominious solution of the restoration, which could only plunge the country into a new series of disturbances and misfortunes. Topete, Serrano, and other important men protest against the coming of Prince Alfonso, and still the Alfonsists affirm that he is coming, that the proclamation is close at hand, and *La Epoca*, as usual, grave and sententious, intimates continuously, although in the most guarded manner, that the restoration will come from the north, in virtue of a family pact, which will produce the fusion of the two armies that are to form an invincible bulwark for the restoration. On the other hand, Castelar has returned from his excursion through Spain and Portugal, feeling the pulse of the provinces as to their republicanism, and he declares himself as much of a Republican as ever, and denies that he has come to any agreement with the radicals, by which they are together to submit to and accept whatever shall be resolved by the coming Cortes. He clearly affirms in his declaration that he sustains the Republic as the only definite legal Government; that he believes a repetition of a constituting period would be productive of every evil, and that he has never swerved for a moment from the line of conduct dictated him by his conscience. Finally, the Duque De la Torre has declared publicly at an official banquet that the Government has no plans besides the conclusion of the war, the settlement of the financial difficulties, and the convocation of a Cortes to decide as to what will most conduce to the welfare of the country."

MR. HALE'S ACCEPTANCE.

In his letter accepting the Republican nomination for re-election to Congress from the Fifth District of Maine, Hon. Eugene Hale says: "It is a matter for sincere congratulation that, upon the great questions affecting our national currency and the finances of the country, the sentiment of the State of Maine, so far as it can be judged from public expression, is strongly set in favor of a sound currency and an early return to specie payments. I trust and believe that events are tending rapidly to that end, and, thanks to the firmness and patriotism of the President, joined with wise and temperate action on the part of Congress, that any real danger of a departure from sound principles upon a subject so vitally affecting the nation's honor and prosperity has passed away."

After recounting the chief measures adopted by Congress at the late session, he says: "It will do us no harm to contrast all this with the manifestations which have attended the temporary reinstatement of our opponents in power in two of the New-England States—Connecticut and New-Hampshire. If any honest Republican has felt that he had reason to find fault with his party because of certain shortcomings, let him look at these two States under Democratic misrule and see whether he is traveling when he leaves his old organization. If he will come nearer home, let him read the declaration of the aims and purposes of the opposition in this State, found in the platform of the late Democratic Convention at Portland, wherein the dogma of free-trade, pure and simple, and direct taxation is laid down, which means, if it means anything, that a system of taxation should be adopted that would treble the burdens of our tax-payers, admit to our coasting trade the vessels built by our provincial neighbors, and shut up in silence and decay every ship-yard on our coast, which is just beginning to resume some of its old-time prosperity."

LONGFELLOW AND SUMNER.

The Boston *Saturday Evening Gazette* denies, upon what it claims to be the best authority, that Prof. Henry W. Longfellow is writing a biography of Senator Sumner, and it adds: "No new life, nor any satisfactory life, is likely to appear at present. Mr. Sumner left material for a very interesting volume, picturing his history before he engaged in the public service, which is in the hands of his literary executors; but no person to whom they would be willing to intrust it has yet signified a desire to embody it in the biographical literature of the country. At some time in the future a competent hand may attempt to sketch the history of Mr. Sumner's career, and this, in connection with the times in which it was cast, and the events with which it was connected, would form a theme worthy of the most eminent of writers. We may have to wait years for it to be attempted. The speeches of he Senator are being edited by the above-referred-to executors, Edward L. Pierce and Francis V. Balch, and will contain at least four volumes more. Some of the later history will be annotated by material from the pen of Mr. Pierce, we believe, which will elucidate some of the events of Mr. Sumner's later history."

FRENCH CÆSARISM.

After the review passed by the Marshal President on Sunday, June 28, in the Bois De Boulogne, the Duke De Magenta addressed the following order of the day to the army:

"VERSAILLES, June 28.

SOLDIERS: I have just reviewed the troops placed under the command of the Military Governor of Paris, and I can only applaud their soldierly appearance and the regularity of the movements which they executed before me.

I take advantage of this opportunity

THE CASE OF MR. DOCKRAY.

HIS TRIAL AND CONVICTION.

THE COURT-MARTIAL AT PUERTO PRINCIPE —COMPOSITION OF THE COURT—COURSE OF PROCEDURE—GENERAL NOTES.

From Our Own Correspondent.

HAVANA, Saturday, July 11, 1874.

I am reliably informed by a gentleman just returned from Puerto Principe, that the court-martial of Mr. F. A. Dockray was held on the 2d inst., in the jail of that city, and although the court was occupied nearly six hours in the reading of the process and coming to a verdict, the result of their deliberations is not made public, as it is supposed to be secret until the approval of the Captain General is obtained. As the probable verdict is the death penalty, and it is even assured that it is such, efforts will be made to have the case referred to Spain, more especially as Dockray's rights, under the treaty of 1795, as an American citizen, were entirely disregarded in the conduct of his trial. The following particulars regarding the court-martial are obtained from the same trustworthy source: The court-martial was composed of six Captains of the regular army as vocales or voters, and was presided over as President of the court by Col. José Vergel, of the "Guerrilla" corps. The Fiscal, or prosecuting officer, was Major Edwardo Alfaro, and the defender, or officer charged to speak in the defense of the prisoner, Lieut. Contreras. Strange anomaly of justice where the prosecuting officer is of higher rank, is in fact a military lawyer, and has weeks and even months to prepare his case and accumulate evidence against a prisoner, and the defender is generally an inexperienced Lieutenant, to whom the proceedings, often a bulky pile of declarations, testimony, orders, communications, &c., is handed only twenty-four hours before the trial, or at most forty-eight hours, during which he is expected to refute the charges against the prisoner and prepare his defense. The President of the court, however, is allowed two votes in case of a tie, if his votes are for acquittal or a lesser penalty than the death penalty, but where the Fiscal, in his summing up, demands the death-penalty, and the President votes for it, only one vote is allowed him. There is also another member of the court, known as the Asesor, who has no vote, but is generally an experienced lawyer, appointed merely to see that the proceedings are done in due form of law—military law, of course, it is understood. In the case of Dockray's court-martial, the Asesor was Francisco Agramonte, an old resident of Principe, and the younger members of whose family have made the name famous in the annals of the Cuban insurrection.

The usual procedure of military courts-martial, according to the Spanish form, in what is known as "consejo de guerra ordinario," I understand, was strictly observed in Dockray's case, as follows: Upon assembling and calling the court to order, the President and the officers of the court all stood with hats or caps on, and sword at side. The President at a long table, with the Asesor on his right hand, and the Fiscal and Defender on his left. Briefly informing the court that they had been called to decide upon a verdict in the case of F. A. Dockray, an American, accused of "infedencia," according to the proceedings which the Fiscal would to read to them, they uncovered, and each sat down in his place, the six Captains upon whom it fell to decide the fate of a fellow-mortal, in front of the President, three to the right, and three to the left, according to their precedence in rank; between them is a common pine stool or bench, (*banquillo,*) the seat of the accused.

I forgot to mention that, according to the Spanish law, these members of a tribunal called upon to decide life and death must prepare their own souls for deliberation. They must go to morning mass, become in a measure spiritualized, and from the church proceed to the chamber of the council. On this occasion this formality had been gone through with at the Church San Juan De Dios; but on assembling at the jail, judging, from the bulk of the papers which the Fiscal was to read, that breakfast would come very near the dinner hour—as the court cannot adjourn its sittings—some of the Captains sent an orderly for a bottle of gin, which, just as the Fiscal had commenced to read the case, he brought into the room, and, together with a small tumbler, placed upon the table in front of the President, among the law books, military ordinances, &c., and the pistol, prayer-book, and knickknacks found upon the prisoner when arrested. Imagine the surprise of the worthy President and the indignation of the Fiscal, with the suppressed merriment of the Captains as the orderly precipitately beat a retreat with the "schnapps." After this little interruption, the Fiscal continued his reading, and when he came to his summing up he made a short pause, and all the members of the court again bonneted themselves. After reading the various *whereases* and *considerings* with which such a document is abundantly worded, he finally reached the culminating *therefore* —and here every one arose, uncovered, and was supposed to listen in awe to the voice of the law—in which he demands that the extreme penalty shall be applied to the prisoner, that he shall be *pasado por las armas,* which means receiving a volley in the bowels, or, as he cheerfully expressed it, "be shot, because there is no executioner handy to decapitate the prisoner in the *garrote vil.*"

At this point all take a long breath, sit down, and the defender is called upon to say what he can in defense of a person, perhaps already prejudged and sentenced. After reading his brief, which he does standing in front of the bench for the accused, it is added or attached to the other proceedings, and the prisoner is called in and seated on the bench, to be questioned by the President or officers of the court if he has anything further to allege in defense of the charges against him. Dockray stated in reply to the question put to him, that he had nothing to add to his declarations as already given, but he protested against the jurisdiction of the court, and denied its power of trying him; that as an American citizen he was entitled by express treaty stipulation between his Government and that of Spain to a different form of trial, and desired in that case to conduct his own defense. The President refused to admit the protest, as in that case the court would be unable to conclude the business before it, but told the prisoner that he should present it elsewhere. Being asked if he had anything further to say, and receiving a curt "no," the President rose and granted a few minutes, recess to the court before the final balloting, which is in secret, should be made. At this point the bottle of "schnapps" was produced, and the half dozen of Spanish Captains fortified themselves to conclude their tasks.

The court was shortly called to order, and after nearly an hour's deliberations, reached their verdict, which was subscribed on the proceedings by each member, and this military tribunal had done what was expected of it. The case is now sent to the Governor General at Havana, by whom, after it has been revised by the Auditor De Guerra, the sentence is either approved or referred. In the case of Mr. Dockray, I understand that Consul General Hall will endeavor to have the case referred to Spain, and has, in fact, obtained a promise from Gen. Concha to that effect. Meantime, Dockray must patiently await in the jail at Puerto Principe the result of this measure. So far as his personal comfort is concerned he is well situated, the jail of Principe being a large, square, one-storied building, with a large open court yard. Dockray has a room to himself, and, although a "vigilante" or watchman has been put over him since his sentence, he is not restricted in the liberty of walking in the yard and taking exercise. With the other prisoners he is locked into his apartment only from 10 at night till 5 in the morning.

MISCELLANEOUS NOTES.

Having noticed by the Puerto Principe correspondence of the *Diario* that it is stated Maximo Gomez was reported in the vicinity of that city last week, with about 800 men and 400 cavalry, I was informed by the gentleman referred to that it is doubtless true that the insurgents are in force in that jurisdiction, but that neither party wishes to come to pitched battles again, after the experience of Guaymas and Navaujo. The insurgents cannot afford to risk their men, so patiently wait until they can get an opportunity of taking and cutting off a small force. On the 3d of July an encounter of this nature took place, resulting in a loss of nearly sixty of the Spanish forces. It appears that they were the guard of a convoy which had been allowed to carry out their provisions and stores to a Spanish encampment, but on the return of the carts, when within a league and a half of the city, they were fallen upon by some 200 of the insurgent cavalry, with the before-mentioned result—the terrible "machete" doing its deadly work. The columns of Cols. Armiñan, Esponda, Escoones, &c., are in continual movement, but do not fall in with the enemy, who elude them on every occasion. The building of forts by the Spaniards at the Najasa ridge is proposed, but this attempt would be a futile one.

The three men who endeavored to land near Nuevitas a few weeks back, Pedro Reao, Lorenzo Jimenez, and one other, are still in Nuevitas, confined on board the gun-boat "Neptuno." It is said that Jimenez is an American citizen. The military authorities demanded them for trial of the marine, or naval authorities, who are not inclined to accede—but it is probable, as there already exist open causes against them, that the last proceedings will be added to them, and the men be tried by the military authorities.

I see by this morning's journals that the home Government has opposed definitely and absolutely the project of the Governor General to levy a tax of five per cent. upon the wealth of the island; but the *Gazette* of this morning, in which the decree appears, states that two and a half per cent. annually, for two years only, will be collected. It was the first impression and decided intention of the Government to make the tax five per cent. annually. I will send the text of the decree in my next.

The Casino Español has started a one-dollar subscription for the erection of a monument to Manuel De la Concha, the late Marquis of Douro.

OCEAN GROVE CAMP-MEETING.

LARGE NUMBERS VISITING THE GROUNDS—THE RELIGIOUS EXERCISES.

From Our Own Correspondent.

OCEAN GROVE, N. J., Thursday, July 16.

One of the most beautiful avenues of this place is the broad ocean pathway, extending from the preacher's stand in the grove, down to the beach. At its termination is a large surf-house, and here, this morning, as the day broke, a little group of Christians assembled to offer up prayer and praise God, and as the sun rose in its glory on the blue waters of the ocean, they sang the thrilling and favorite hymn, "One More Day's Work for Jesus." The rapid and vast increase of the numbers, who from all sections of the United States visit this and similar resorts, shows that a real demand existed for such places. Last evening the stages from Long Branch came down loaded with passengers, and this morning the rush was so great that many found great difficulty in obtaining quarters. A new hotel, called the Granite House, was opened to-day, on Main avenue. It will accommodate about 100 persons. At the conclusion of the opening meeting yesterday afternoon, which was devoted entirely to the expression of religious feelings, they adjourned till 8 o'clock in the evening. A 6 o'clock prayer-meeting was held in the Ward tent, which was well attended. One of the interesting and instructive speakers was a Miss Carrie Ward, the daughter of Dr. Ward, of Newark. Her remarks were delivered in a calm and impressive manner. At 8 o'clock the camp-grounds were brilliantly illuminated, and here the service of the evening took place. Every seat was occupied. Service commenced by singing, "Jesus, Lover of My Soul," which was followed by prayer, and the singing of another hymn.

Rev. Dr. Ball (Baptist) was then introduced, and preached on the subject of the "Fullness of Grace." He took his text from St. John, i., 16. He spoke of the want of true Christian labor among the ministers of the Gospel—the little effort made by the majority of them in the redemption of souls. They did not, he said, go out into the low dens of sin, as the noble bands of women did, during the past Winter, in the cause of temperance.

A prayer meeting was held this morning in the main tent at 8:30, but the attendance was not very large. The speaking was chiefly among the sisters, Mrs. Ashbey, of Boston, and Mrs. A. P. Stoddard, giving such a very interesting account of their experiences during the past week. The regular morning service was held on the camp grounds at 10 o'clock, but the weather being so extremely hot, not over 1,000 persons were present. Dr. Ward called the meeting to order. Rev. Mr. Underwood, of Brooklyn, made the opening prayer, after which Rev. Mr. Isaac M. See, of Newark, preached, taking his text from Second Timothy, upon the salvation of souls. After the sermon, the meeting was closed with prayer by Rev. Mr. Ball, of New-York. At 2 o'clock the afternoon prayer-meeting was held, Rev. Mr. Terrell, of Boston; Dr. Brown, of Brooklyn; Miss Ward, of Newark; Mr. Underwood, and Rev. Mr. Alday taking part. The afternoon gathering in the grove convened at 3 o'clock, preaching being suspended by a regular meeting for the confession of sins, and a report of the work throughout the North, South, East, and West during the past year. In the evening there was preaching at the main stand.

THIRD DAY'S PROCEEDINGS.

OCEAN GROVE, Friday, July 17, 1874.

A severe storm set in last evening, doing some little damage to the tents, one being carried over 200 feet in the air. The rain was welcomed by all, as the streets were dusty and dry. While there is a falling off in the arrivals, many find great difficulty in procuring accommodations. The hotels are all crowded with guests, and nearly all those who now arrive are forced to take to tents. The afternoon service of Thursday was devoted to the expression of religious faith. Rev. Mr. Inskip, of New-York, who for the first time appeared on the grounds, made a very interesting appeal for greater blessings, remarking that he thanked God He had spared their lives to meet once more on the shores of the mighty deep, to mingle with one another in close commune with God, and to receive new energy in the cause of Christ.

Miss Smiley, the Quaker preacher, followed. She blessed God for sparing her life to meet again with His people upon these sacred grounds. While here, she had felt the power of God's holiness, and her fervent prayer was that this reunion of Christians would lead to a great outpouring of God's Spirit, and that many might be brought into the fold of Christ. Rev. Mr. Bingham also prayed for a general revival of religion throughout the whole world, and was followed by Mrs. Hall, Dr. Ball, Mr. Winslow, Dr. Ward, Mr. Fields, Mr. Beldon, Miss Jennie Hall, and Prof. Carter.

In the evening the new Tabernacle Tent, which has just been erected, and which seats over one thousand persons, was thrown open for the first time. It was crowded, and hundreds stood up outside the circle. Upon the meeting being opened Mr. T. W. Ladd, Secretary of the convention, stated that they had frequent inquiries as to what was the real intent of the convention, what was their object, and what they intended doing? He would therefore state that these frequent inquiries had led the Executive-Committee to hold a special meeting during the morning, at which the following resolution was passed:

Resolved, That this association, being formed by members of the different branches of the Church of Christ for a specific definite object, viz., "the promotion of holiness through faith in Jesus Christ, as taught in the Holy Scriptures," we cannot permit any side issues or questions to be introduced, to divert attention from our one aim and object, and that the introduction of anything foreign thereto will be discountenanced, and, if necessary, suppressed by the officers and those having charge of the meetings.

Rev. B. M. Adams, of Brooklyn, addressed the meeting upon the subject, "Filled with the Fullness of God." He showed that no one could have that fullness of spirit unless his all was centered in Christ. To feel God's blessing they must lay aside all worldly things and throw themselves at the feet of Jesus. Prayer was the great moving power; they must continue to pray. They must be impressed with God, and then they would have that fullness which God has promised those who believe in faith. There should be holiness in every action, in every undertaking. He spoke of the many blessings God had bestowed upon his people during the past year, and hoped that before this convention adjourned every one present would go away consecrated to Jesus Christ.

At the conclusion of his remarks the whole assemblage arose and sang "Nearer, my God, to Thee." Dr Adams then made an appeal to those who desired the prayers of the convention to rise, and some twenty got up. Singing and speaking followed, over fifty persons giving their evidence of what God had done for their souls. Rev. Mr. Inskip closed with prayer.

UNDENOMINATIONAL SCHOOLS IN SWITZERLAND.

According to the new Constitution (says the Swiss *Times*) the public schools of Switzerland may be attended by the members of all sects without prejudice to their liberty of conscience. To obtain this object in reality, it is necessary either to eliminate religious instruction from the programme of schools, as far as it differs in the teaching of the various creeds, or else to make it entirely unsectarian. Convinced that religious instruction in elementary schools ought not to be dispensed with, the Society for Liberal Christianity of Switzerland had taken the initiative by offering prizes for a book of unsectarian religious instruction. Two prizes, of 500 francs and 200 francs, have been proffered for the two best works. They must be sent in, anonymously at present, by the end of March, 1875. The work may be in the German or French language. The authors will retain their proprietary rights, but the society reserves to itself the liberty of publishing one of the works by paying a proper remuneration to the author. It should be added here that already in 1871 competition was invited by offering similar prizes, none of the works sent in satisfying the Committee of Awards, however; and this is one of the reasons why the society again offers prizes.

THE BROOKLYN SCANDAL.

PROGRESS OF THE BEECHER-TILTON INQUIRY.

THE COMMITTEE WAITING FOR MR. TILTON'S STATEMENT—OUTLINE OF MR. BEECHER'S DEFENSE.

It is now supposed that the Beecher-Tilton inquiry will terminate on Tuesday or Wednesday next. On Monday Mr. Tilton is expected to lay before the Investigating Committee "a detailed statement of facts within his knowledge touching matters which compromise the character of Rev. Henry Ward Beecher." Mr. Tilton, in his letter to the committee on the 13th instant, said he felt unwilling to proceed further against Mr. Beecher without further public provocation or other necessity, but as Mr. Beecher has offered him a direct challenge he accepts it. In that communication Mr. Tilton said that he would be ready to lay the numerous facts before the committee in a week or ten days, and that such facts would be verified on oath before a Magistrate. The chief topic of conversation in Brooklyn for the past week was Mrs. Tilton's departure from her husband's house on Sunday last. The reason for this action is supposed to have been the fact that Mrs. Tilton had given evidence before the committee without the consent or knowledge of her husband, who was very much annoyed on learning the fact. Mrs. Tilton is at present a guest at the house of Mr. Edward J. Ovington, No. 148 Hicks street. Mr. F. D. Moulton appeared in the character of a peacemaker before the committee a few evenings ago, and said that in the fairness and propriety of the statement which he was to make both Mr. Beecher and Mr. Tilton concurred. He did not think that the simple curiosity of the world at large, or even of the committee, ought to be gratified through any recital by him of the facts which are in his possession, necessarily in confidence through his relations to the parties. The personal differences had once been settled honorably between the parties, and would never have been revived except on account of recent attacks both in and out of Plymouth Church made upon the character of Theodore Tilton. If the present issue is to be settled, it must be, in Mr. Moulton's opinion, by the parties themselves, either together or separately, before the committee. As he was fully conversant with the facts he would, if necessary, state the truth in order to final settlement, and that the world may be well informed before pronouncing its judgment with reference to either. He suggested that the parties first be heard; that if the committee should then deem it necessary he would appear before them "to speak the truth, the whole truth, and nothing but the truth." He held the opinion that Mr. Beecher should frankly state that he had committed an offense against Mr. Tilton, for which it was necessary to apologize, and for which he did apologize in the language of the letter, part of which has already been published; that Mr. Beecher should state frankly that he deemed it necessary for Mr. Tilton to have made the defense against Dr. Leonard Bacon which he had made, and that he (Mr. Beecher) should refuse to be a party to the reopening of this painful subject. If Mr. Beecher had made this statement, he would have stated, said Mr. Moulton, no more than the truth, and it would have saved him and the committee the responsibility of a further inquiry. In conclusion, Mr. Moulton suggested that the committee should not report, but that in place of a report Mr. Beecher himself should make the statement which he, Mr. Moulton, had suggested. From what could be subsequently learned, the committee did not seem desirous to adopt the course suggested by Mr. Moulton. In reference to Mrs. Tilton, Mr. Ovington states that she appeared before the committee entirely voluntarily, and no one pressed her to do so. As regards Mr. Moulton's statement to the committee Mr. Tilton says that he will make his promised statement of the exact facts to the committee. He tried for four years to cloak and conceal the facts which are now to be divulged, and the responsibility of divulging them belongs, he says, to Mr. Beecher rather than to himself. Mr. Tilton is reported to have said that the facts which he will divulge will "put an end to Mr. Beecher's ministry, show him to have been guilty of a degree of criminality which the world little suspects, and to have attempted to shield himself by putting forth another man's breast as the armor which was intended to receive the blow." On the other hand, the members of Mr. Beecher's church are fully confident that he will be exonerated, and that the blow will recoil on Mr. Tilton himself. A theory of the whole scandal, not incompatible with some of its features, has been for some days circulated by some of Mr. Beecher's friends. It is to the effect that about four years ago Mrs. Tilton sought Mr. Beecher's advice respecting domestic matters; that she complained that her husband was becoming wayward, and neglecting her; that Mr. Beecher, after these complaints, had repeatedly advised her, if her grievances were not soon relieved, that she would do right to separate from her husband. Mr. Tilton, it is reported, heard of this, and accused Mr. Beecher of endeavoring to separate his wife from him. He explained to Mr. Beecher's satisfaction many of the charges made against him by his wife, and on this ground, it is said, Mr. Beecher made the apology to Mr. Tilton on the 1st January, 1871. It is stated that neither Mr. Moulton nor Mr. Tilton is in possession of the "original" apology; that the paper was destroyed over a year ago, and that the one now held by Mr. Tilton was written either by Mr. Moulton or himself from memory, and has not the signature of Mr. Beecher to it. It is said that the committee are now in possession of the whole facts in connection with the case, and that those will not at all convict Mr. Beecher of any immoral conduct. Some of Mr. Tilton's friends complain that the appointment of the committee was not a fair one, as Mr. Tilton should have been asked to name at least half the members. Notwithstanding that the committee was named by Mr. Beecher it appears to possess the confidence of all who are in any way interested in the inquiry. If Mr. Tilton, in his charges against Mr. Beecher, goes beyond those which relate to his own grievances the committee, it is said, will not inquire into them. It was reported yesterday that Mr. Beecher had his reply ready to be handed in to the committee as soon as Mr. Tilton's statement shall have been read. Mr. Beecher, in his reply, corroborates the statements circulated by his friends respecting the nature of his troubles with Mr. Tilton, and denies absolutely all the slanders which have been published about him. It is understood that he acknowledges that Mrs. Tilton complained to him of her husband, and that he advised her, if she could not reclaim Mr. Tilton, to leave him. Mr. Beecher, it is said, subsequently felt that he had made a mistake in giving this advice to Mrs. Tilton, and he accordingly felt bound to apologize to her husband, and promised to extend the right hand of fellowship to him in the future, and to bury the past. There are many who say that Mr. Tilton, in his promised statement, will evade all mention of his own troubles, and seek to inculpate Mr. Beecher in matters with which he, Mr. Tilton, has no personal concern. Those who are well informed respecting the inquiry have no hesitation in stating that there is "no case against Mr. Beecher," and that he will come out of the fight with credit to himself, and in such a manner as to silence his enemies forever.

THE DANGERS OF EAR-RINGS.

An inquest held at Liverpool the other day on the body of a little girl, aged eight years, the daughter of a sailor, conveys a lesson with regard to ear-rings, which is, at all events, worth the attention of woman, if she can divert her thoughts for a moment from the pursuit of her rights. The unfortunate child, whose death formed the subject of inquiry, about three weeks ago underwent the operation of having her ears pierced with a stocking-needle. After the ears were pierced, two ear-rings belonging to her mother were put in them. A few days later a blister came behind one ear; then the jaw began to swell; worse symptoms ensued, and on Saturday last the child died. The medical evidence was to the effect that death had resulted from exhaustion consequent upon the intense inflammation caused by the piercing of the ears, and the jury returned a verdict accordingly. Of course, if women choose to have their ears pierced, it would be impertinence on the part of man to remonstrate against the self-inflicted torture; but there can be no harm in suggesting that children might be allowed to reach years of discretion before they are called upon to follow the example of their elders and betters in this respect. It is, however, only fair on woman to admit that she did not invent the practice of ear-piercing. According to the Mohammedans, Abraham began it. In one of Sarah's jealous fits respecting Hagar she declared that she would not rest until she had dipped her hands in Hagar's blood. In order to quiet Sarah and enable her to redeem her promise without further upsetting her household, Abraham pierced Hagar's ears and drew rings through them. From that time ear-rings became the fashion.

LOBSTER CANNING AT MOUNT DESERT.

The process of canning lobsters at Mount Desert is thus described by the Boston *Traveller*: "The factory at South-west Harbor, Mount Desert, when running at full capacity, put up 25,000 cans a week, employing about fifty hands. Until within a short time plenty of lobsters have been taken about the harbor, but now smacks are used, which cruise round and purchase of various parties. The price paid at this time is about $1 per 100 pounds. The smacks bring in 10,000 or 12,000 pounds at a time. The vessels are built with two decks, with perforated bottoms, so that the fish are preserved alive and fresh in their native element. Upon the arrival of the smacks the lobsters are dumped upon the wharf in big piles. They present a curious appearance, biting and clawing at each other, until they are shoveled into great kettles of boiling water. They are then dipped out, broken up, and the meat taken out for canning. The big claws and tails are the only parts used. The cans contain one pound. A liquor is made of the contents of the body of the lobster, strained and prepared with salt and cayenne pepper, and a small portion put in each can. After soldering the cans are boiled two hours and a half, when they are taken ont, a little hole made in the top to let the steam out, then tightly sealed and boiled again. The cans are then varnished, labeled, and boxed for market. Lobsters are not now very plenty, and are rather small. The parties who set the nets cull out the large ones for Boston and other markets."

APPROPRIATION ACTS.

CONSTRUCTION OF THE ACTS PASSED LAST SESSION.

WASHINGTON, July 17.—First Controller Taylor has addressed the following to Acting Secretary of the Treasury Conant:

"Your letter of the 10th instant, asking my opinion on several points relative to the construction of certain provisions in the Appropriation acts of the late session of Congress, has been received.

First—Does the fifth section of the Legislative, Executive, and Judicial Appropriation act, approved June 20, 1874, repeal that portion of the section of the act approved June 16, 1874, which excepts from the surplus fund unexpended balances certified by the proper auditor to be necessary in the settlement of accounts reported to him by the Quartermaster's and Commissary Departments? Section 5 of the act of June 20 in effect repeals so much of section 2 of the act of June 16 as is inconsistent with its provisions. Section 2 of the act of June related to appropriations for Quartermaster's and Commissary Departments, but excepted from its operation moneys necessary to pay accounts reported by the Quartermaster's and Commissary Departments, and in process of settlement in the office of the proper Auditor. The fifth section of the act of June 25 relates to and requires all unexpended balances of appropriations which shall have remained upon the books of the Treasury for two fiscal years to be carried to the surplus fund and covered into the Treasury, with a proviso exempting certain appropriations from its operation, but not including those mentioned in the exception in article 2 of the act of June 16. In this respect the two sections are inconsistent, and the last in date must prevail.

Second—What constitutes the permanent, specific appropriations which are to continue available until otherwise ordered by Congress under the first proviso of the fifth section of the act of June 20, 1874? It is not necessary to name each appropriation which may be deemed a permanent, specific appropriation, but I understand the term to mean and embrace appropriations for continuing service to be used until further action of Congress, and the appropriations to continue until the completion of the work or service for which they are made. Appropriations for the collection of revenues from Customs, for the payment of interest on the public debt, for steam-boat inspectors, for marine hospital service, for refunding duties, &c., are to be deemed permanent. The first consists of a fixed sum for each six months, the second of such a sum as may be necessary, and the third and fourth of certain specified revenues. These are examples. Others can be readily determined as questions arise.

Third—What is to be deemed the nature of the contract existing at the date of the passage of this act, the fulfillment of which is not to be prevented by the operations of the fifth section of the act of June 20, 1874, and how is this office to be informed of the existence of such contracts? It is evident Congress used the word "contract" in a limited sense, certainly not in a very broad one. I am of opinion that Congress meant valid, written contracts existing and in course of execution, and unfulfilled June 20, 1874. It is clear that Congress did not mean all unpaid liabilities standing in contracts, for that would include everything, and be inconsistent with the limit which Congress evidently intended to impose. The contracts referred to should also be consistent with the provisions of the fifth, sixth, and seventh sections of the act of 1870, for those provisions still remain in force, with the added restrictions of the fifth section of the act of June 30, 1874, and are to be considered in construing the latter, so that the contracts provided for must have been properly made within the year or period to which the appropriations respectively relate.

LONG BRANCH.

DEPREDATIONS OF MASKED BURGLARS—NUMEROUS ROBBERIES.

LONG BRANCH, July 17.—For the past three nights a gang of thieves has been operating among the cottages and hotels, and several heavy robberies have been reported. Charles McFadden's residence was entered by three masked burglars last evening. His clothes and watch and chain were taken. The clothes were subsequently found on the main road, where they had been thrown. The residences of Mr. Hall, Mr. Richardson, Mr. Curtis, and others, were entered and robbed, but the gang were discovered while endeavoring to enter Mr. Bennett's cottage. They had procured a ladder and had it placed against the second story window. Mr. Bennett fired upon them, but they made good their escape. Several of the leading hotels have been robbed, it is supposed by the same gang. A number of detectives are here looking for the thieves.

POOL SELLING ON THE RACES.

LONG BRANCH, July 17.—To-morrow, the last day of the meeting, promises a good day's sport. The pool-room of the West End Hotel is crowded to-night, and the pool-selling very lively. There are five races on the programme.

FIRST RACE—AUGUST STAKES.

McGrath	$100	Reynolds, Hall, and Lewis in the field	50
Morris & Chamberlin	35		
Lorillard	30		

SECOND RACE—ROBINS STAKES.

McGrath	$155	Morris	75
Cottrill	100	Withers	35
Scars	85		

THIRD RACE—MATCH RACE, TWO MILES.

Shylock, 114 pounds	$35
Vauliers, 87 pounds	20

FOURTH RACE—CONSOLATION HANDICAP.

Coffee's	Carver, 195 pounds; Donnybrook, 103 pounds		$45
Stockwood, 105 pounds			150
Donohue's	Caribou, 100 pounds; Dublin, 97 pounds		125

FIFTH RACE—STEEPLE-CHASE.

George West, 151 pounds	
Wizard, 135 pounds	$100
Vesuvius, 140 pounds	10
Henrietta, 130 pounds	10
Impecunious, 130 pounds	5

LATER.—Pools were sold later as follows:

MATCH RACE.

Shylock	$350	Vaultress	$250

CONSOLATION HANDICAP.

Donohue	$200	Coffee	$100
Stockwood	180		

ROBINS STAKES.

McGrath	$150	Morris	$60
Scars	90	Withers	40
Cottrill	80		

AUGUST STAKES.

McGrath	$225	Lewis	$70
Morris	80	Reynolds	25
Chamberlin	50	Hall	15
Lorillard	40		

POOLS IN THIS CITY.

At Marshall's pool rooms, last evening, pools sold on the races at Monmouth Park to-day as follows:

AUGUST STAKE—ONE MILE.

McGrath's entries	$100	Chamberlin's entries	$25
Morris' entries	40	Field	50
Lorillard's entries	25	Total	$240

CONSOLATION HANDICAP—ONE AND A HALF MILES.

Donohue's entries	$80	Field {Jury, Stockwood,}	45
Coffee's entries	45	Total	$170

ROBBINS STAKE—TWO MILES.

McGrath's entries	$75	Morris' entries	$23
Swigert's entries	40	Withers' entries	19
Cottrill's entries	19		
Total			$176

STEEPLE CHASE.

Geo. West	$120	Field	$70
Total			$190

PASSPORTS IN FRANCE—SUGGESTION TO TRAVELERS.

WASHINGTON, July 17.—It is officially stated that citizens of the United States will be permitted to enter France from any direction without having their passports, but they must be prepared to prove their nationality when required. The foregoing notice, which has been copied into the newspapers, is calculated to lead some of our citizens into trouble. It is true, as has been ascertained at the State Department, that for a long time passports have not been required of strangers entering France. They are, however, required in some of the other countries of Europe and elsewhere, and the necessity alluded to in the notice of being prepared to prove their nationality when required, applies to citizens of the United States equally with all foreigners, and not only in France, but in all foreign countries a passport is the most effectual and authentic means of establishing the nationality of the party named therein, and may save the bearer much annoyance and detention. It is therefore suggested that all American citizens about to travel out of their own country provide themselves with passports before leaving home. They are to be procured on application at the Department of State.

MINNESOTA.

THE INJURY TO THE CROPS BY GRASSHOPPERS.

VALUE OF THE CROPS DESTROYED—THE AGRICULTURAL AREA OF THE RAVAGED DISTRICTS.

From Our Own Correspondent.

ST. PAUL, Minn., Wednesday, July 15, 1874.

The ravages of the grasshoppers in Southwestern Minnesota, although quite calamitous to the counties immediately affected, are nevertheless not so severe as has been generally supposed. Within the past two months Gov. C. K. Davis has used every possible means to procure intelligence and render aid to the parts afflicted. Reports have been received from all the counties within the past twenty-four hours, and the status can be readily ascertained from the following table, which shows the productive area during the year 1873 of the counties devastated, together with the number of acres of wheat, oats, corn, and other crops, exclusive of hay, as returned by the assessors to the State Commissioner of Statistics. From this table it will be seen that the ravages of the grasshoppers have, up to the present time, been confined to several newly-settled counties in the south-western part of the State, embracing an area of about ninety-six miles square, or, in other words, over 9,000 square miles in all. By examining the map, people acquainted with the railroad building in the West for the past five years will see at a glance that these counties are very sparsely settled, and have been open to settlers only two or three years by the extension of the Sioux City and St. Paul and the Winona and St. Peter Railroads. The only counties settled for any length of time which have suffered are a few on the eastern side; but the following table, showing the number of acres under cultivation, will convey the facts better than a general description:

AGRICULTURAL AREA OF RAVAGED DISTRICT.

Counties.	No. Acres Wheat.	No. Acres Oats.	No. Acres Corn.	No. Acres other Crops.
Brown	34,000	8,204	2,925	1,950
Blue Earth, (¾ county)	16,000	4,000	1,600	2,450
Cottonwood	8,441	1,599	1,143	413
Jackson	8,344	2,874	1,057	364
Lyon	1,139	350	319	190
Martin	16,470	7,095	2,911	3,561
Murray	1,032	294	300	100
Nicollet, (one-sixth county)	5,000	1,500	600	2,588
Nobles	2,732	459	647	360
Renville	25,278	7,480	1,330	1,010
Rock	3,450	1,396	1,140	500
Watonwan	17,226	5,962	1,939	2,064
Sibley, (one-sixth county)	3,500	1,100	850	350
Total	15,300	43,825	17,641	16,300

RECAPITULATION.

	Acres.
Area of wheat in ravaged district	150,310
Area of oats in ravaged district	43,825
Area of corn in ravaged district	17,641
Area of other crops in ravaged district	16,300
Total area	228,076

The above figures indicate the entire tillage in 1873, and of course there was an increase in the number of acres plowed this Spring, except, perhaps, in the counties of Watonwan, Cottonwood, Nobles, Jackson, and Rock, where the grasshopper raids of last Summer occurred. Making an allowance for the increase this Spring, the tilled area in the ravaged district can be placed at 275,000 acres, and the area in wheat therein at 200,000 acres, of which probably not less than 150,000 acres have been destroyed. Reducing this to bushels, the area represents not less than 2,500,000 bushels of wheat, which has been devoured in the milk by grasshoppers, or about one-twelfth of the wheat crop of the State. To this are to be added 40,000 acres of oats, at thirty-three bushels to the acre, or 1,320,000 bushels in all, about one-twelfth of the oat crop of the State; 20,000 acres of corn, at thirty-two bushels per acre, or 640,000 bushels in all; and perhaps 20,000 acres more in rye, buckwheat, barley, potatoes, and other crops. The value of the crops destroyed can be estimated by valuing the wheat as it stood in the frontier fields at eighty cents per bushel, and the oats and corn as worth forty cents per bushel. This will give the following:

Wheat	$2,000,000	Corn	$256,000
Oats	528,000	Other crops	250,000
Total			$3,034,000

Although these figures indicate much suffering in the particular localities where the damage has been done, yet the calamity to the State is far from being so extensive as has been represented. The weather during the past four months has been unusually favorable to the farmers, as there has been much warmth and rains have been frequent, and the advices indicate that, if the ravages of the grasshoppers cease, the product of the State will be fully equal to that of last year.

The agricultural production of Minnesota for the year 1872 was as follows:

	Bushels.		Bushels.
Wheat	22,059,375	Rye	182,730
Oats	12,550,733	Buckwheat	49,330
Corn	7,142,245	Potatoes	3,072,349
Barley	1,495,494		

From 1870 to 1872 the agricultural growth of the State was about twenty-five per cent. In the succeeding two years it has been fully as much. Calculating in this manner, and making the deductions given above, the crop of 1874 may be estimated as follows:

	Bushels.		Bushels.
Wheat	28,000,000	Rye	200,000
Oats	14,000,000	Buckwheat	60,000
Corn	8,500,000	Potatoes	3,500,000
Barley	1,660,000		

Thus it will be seen that the loss to the State is only one-twelfth of the crop, or, in other words, the same as if the average yield throughout the State were diminished one and one-twelfth bushels per acre.

The general feeling throughout the State has been overdrawn by Eastern papers, while the telegram of Gov. Davis to the War Department at Washington has been distorted from its true meaning. Whatever suffering there is Minnesota will be able to attend to. The farmers in the sections not injured are full of hope for a large crop, and have not yet become discouraged.

FLOORED.

Connecticut people are proverbially smart, and the following incident, which the New-Bedford (Mass.) *Mercury* relates, is no exception to the rule: A religious society in one of the towns of that State was afflicted, as many other societies have been and are, inasmuch as the pew-owners had a real estate right in the property. Some of them would not give up their right, nor sell it, nor consent to any action by the parish that could be legally resisted. Here was a case of tyranny. In a free republic an oligarchy ruled the majority. But invention is the offspring of necessity, and Connecticut is its home. At a parish meeting of the society it was voted to floor over the tops of the pews and build anew. The real estate remained peacefully intact below, and the unyielding owners found themselves literally floored.

AN OLD RAT.

The following rat story comes from Massachusetts: After a shower, a few days since, a number of rats were seen to go down the roof of the old Cowe & Hatheway Hotel, West Brookfield, to the eaves trough to drink. A party watching their movements counted twenty-one, and among them an old rat with five young ones approach the spout, the old mother holding a straw in her mouth, and the five little ones each holding the straw and being led in this manner to the edge and placed in a row. The old one took the first one, winding her tail around it, letting it down to the water, and then placing it to the right in the row of small rats. Then she took the one at the left, and, letting it down to drink, placed it to the right

THE REAL ESTATE MARKET.

At the Exchange yesterday, Friday, July 17, no real estate was sold by public auction, the foreclosure sale, by William Kennelly, of the right, title, and interest in the house and lot No. 158 South Fifth avenue, being announced as settled, and the property withdrawn from sale.

R. V. Harnett, by order of the Supreme Court, in foreclosure, under the direction of George F. Murray, Esq., Referee, on Wednesday last, sold on the premises, at East New-York, the house and three lots, with barn, on the southwest corner of Eldert lane and Liberty street, to J. B. Everett, for $1,350.

The house and Columbia College lease of lot known as No. 630 Fifth avenue, previously reported as sold to Judge Hilton for $125,000, we are informed was not a cash transaction, but a trade or barter. The four story English basement house, 24.8½ front, on Madison avenue, at the north west corner of Thirty-eighth street, and the lot and two-story brick stable on rear, and fronting on Thirty-eighth street, was given, with $25,000 cash to boot, for the above property.

No auction sales of real estate are noted to be held at the Exchange to-day.

The statement in yesterday's TIMES of sale of premises at south-east corner of Eighty-third street and Fifth avenue, 102.2 by 160, for $150,000, was erroneous. The deed referred to was a quit-claim deed referring to a lease of a building on the lots, and for the nominal consideration of $150.

RECORDED REAL ESTATE TRANSFERS.

NEW-YORK.

Thursday, July 16.

Clinton st., Nos. 173 and 175, 50x100 ..... $63,000
Franklin st., indefinite, lot No. 38, A. Elspenard property, Fifth Ward, 25x100; Spring st., n. s., 15.4 ft. w. of Varick st., 25x114; Varick st., w. s., 75 ft. s. of Watts st., 25x100; Greenwich st., e. s., 50 ft. s. of King st., 25x99.11, 1-80th part..... 500
East 6th st., n. e. s., 271.9 ft. s. e. of Morse av., 25x158..... 800
8th st., (Chilton place,) n. s., 577.5 ft. w. of 5th av., 23x93.11..... 13,000
9th st., e. s., 300 ft. e. of 1st av., 16.8x85..... 7,000
9th st., s. s., 324 ft. e. of 6th av., 20x98.9..... 25,000
51st st., s. s., 425 ft. e. of 10th av., 25x100..... 18,900
103d st., s. s., 370 ft. w. of 9th av., 49.6x102.3. Same property..... 2,000 2,000
106th st., s. s., 100 ft. e. of 9th av., 42.10x100.11..... 2,000
Same property..... 2,000
113th st., s. s., 120 ft. w. of 3d av., 80x100.11. 121st st., n. s., 278.7 ft. w. of Avenue A, 17.10x100.11..... 11,750 8,000
122d st., s. s., 260.5 ft. e. of 3d av., thence e. 14.7 ft., thence s. 34.8 ft., thence n. w. 35.8 ft., thence n. e. 10 ft. to beginning..... 1,000
124th st., n. s., 435 ft. e. of 6th av., 50x100.11. 127th st., s. s., 228.9 ft. e. of 6th av., 18.9x99.11..... 55,000 18,000
128th st., s. s., 346.3 ft. e. of 4th av., 18.9x99.11..... 13,000
129th st., s. s., 410 ft. e. of 5th av., 10x99.11. Avenue C, s. e. s., 350 ft. s. w. of Cliff st., 50x169.6..... 3,250 200
Ordyke av., s. s., 200 ft. e. of 3d st., 50x100; Willard av., s. s., 250 ft. e. of 3d st., 50x100. Railroad av., n. e. corner Lafayette st., 119x239, West Farms..... 1,100 6,800
1st av., w. s., 50.4 ft. s. of 54th st., 25x75..... 20,000
2d av., w. s., 20.5 ft. s. of 52d st., 20x70..... 18,750
2d av., w. s., 80.5 ft. s. of 52d st., 20x70..... 18,750
Road leading from New-York to Boston, to town of West Farms, commencing at a small hickory-tree where division line of land now hereby described and conveyed meets land of Stephen Kelly, thence s. w. 773 ft., thence in various courses, containing in all 23 67-100 acres; also tract of land adjoining containing 17 6-100 acres; also land beginning at a stake on the line fence formerly standing between the farm formerly known as Hedger farm and tract of land formerly of Jacob Appley, Jr., thence in various courses, containing 3 66-100 acres; also land beginning at adjoining land of Stephen Kelly, thence in

LEASES RECORDED.

Bowery, No. 340, 3 years, per year, $4,000; 4 years, per year..... $5,000
Front st., No. 89, 21 years, per year..... 700
2d av., No. 733, 5 years, per year..... 1,350

ERRATA.—Fifth av., s. e. corner 83d st., 102.2x160—the above amount should have been a nominal one of $150, instead of $150,000, as printed yesterday.

FAMILY MARKETING.

The following were the quotations at Washington Market yesterday, and vary but slightly from those reported last week:

MEATS.

Porterhouse St'k, lb.	35@ ..	Veal, h'd q'rs, lb.	9 22@ 8 ..
Sirloin Steak, lb.	26@ 28	Veal Cutlets, lb.	35@ ..
Round Steak, lb.	22@ ..	Loin, lb.	25@ ..
Stewing Pieces, lb.	16@ ..	Pigs' Features, lb.	10@ ..
Suet, lb.	10@ ..	B'f Tongues, lb.	1 00@1 25
Mutton, h'd q'rs, lb.	18@20	Bacon, lb.	16@ ..
Mutton Chops, lb.	25@ ..	Ham, lb.	16@ ..
Pickled Hams, lb.	15@ ..	Lard, lb.	15@ ..
Porterhouse Roasting Beef, lb.	35@ ..	Smoked Beef, lb.	25@ ..
Roasting Beef, lb.	24@ ..	Smoked Ham, lb.	16@ ..
Sausages, lb.	14@ ..	Shoulders, lb.	10@ ..
Sausages, Smok'd, lb.	15@ ..	Spring Lamb, lb.	25@ ..
Veal, fore q'rs, lb.	14@ ..	Spring Lamb, h'd q'rs, lb.	2@ ..

FISH.

Codfish, lb.	10@12	Brook Trout, lb.	75@$1 25
Kennebec Salmon, lb.	25@40	Eels, lb.	15@ 20
Halibut, lb.	15@20	Porgies, lb.	8@ 10
Perch, lb.	10@12	Mackerel, lb.	10@ 15
Bunduh, lb.	10@ ..	Kingfish, lb.	20@ 25
Spanish Mack'l, lb.	10@ ..	Spanish Mack'l, lb.	10@ ..
Sea Bass, lb.	10@15	Weakfish, lb.	10@ 15
Pickerel, lb.	15@20	Bluefish, lb.	8@ 12
Striped Bass, lb.	15@25	Lobsters, lb.	8@ 10
Blackfish, lb.	12@16		

POULTRY AND GAME.

Fowels, lb.	24@ 25	Tam'd Squab, dozen	$3 50@$3 75
Spring Chickens, lb.	40@ 45	Common Turkeys, lb.	24@ 25
Phila. Spring Chickens, lb.	45@ 45	Spring Duck, lb.	33@ 35
ScaldedChickens, lb.	33@ 35		

SMOKED AND SHELL FISH.

Smoked Mackerel, lb.	17@ ..	Oysters, large, gallon	$1 50@$2 00
Dried Cod, lb.	9@10	Oysters, small, gallon	75@ 1 00
Smoked Salmon, lb.	20@ ..	Hard Clams, gallon	50@ 75
Smoked Eels, lb.	25@ ..	Soft-shlClams, gallon	40@ 80
Smoked California Salmon, lb.	20@22	Soft-shlCrabs, per dozen	50@ 75
Smoked Halibut Salmon, lb.	20@22	Hard-shl Crabs, per dozen	50@ 75
Salt Mackerel, each.	12@25	Sturgeon, lb.	25@ ..
Pickled Lobsters, lb.	25@ ..		
Smoked Bloat, each.	3@ ..		
Frische Buecking, each	6@ ..		

VEGETABLES.

Turnips, bunch.	10@ ..	String Beans, h'f p'k.	35@ ..
Potatoes, h'f p'k.	30@ ..	Green Peas	25@30
Potatoes, bushel.	$1 50@ ..	Asparagus, bunch	25@ ..
Squashes, piece.	5@10	Rhubarb, bunch	6@ 8
Thyme, bunch	3@ 5	Mint, bunch	2@ 5
Cabbage, head	10@12	Onions, half peck	50@ ..
Parsley, bunch	3@ 5	Beets, bunch	6@ 8
Radishes, bunch	2@ 4	New Carrots, bunch	6@ 8
Green Peas, half peck	25@ ..	Water-cresses, qt.	8@10
New Tomatoes, quart	25@30	Cucumbers, piece	4@ 6
Green Corn, doz.	35@ ..	Bermuda Onions, qt.	12@15

FRUITS.

Lemons, doz.	25@35	Raisins, lb.	10@18
Honey-comb, lb.	35@40	Figs, lb.	15@20
Macaroni, lb.	15@18	Box Figs	1 00@ ..
Brazil Nuts	20@ ..	Almonds, lb.	35@50
English Walnuts, lb.	20@ ..	Cocoa-nuts, each	8@10
Hickory-nuts, quart.	10@ ..	Dried Cherries, lb.	20@30
Black Walnuts, quart	10@ ..	Dried Plums, lb.	25@ ..
Peaches, quart	20@ ..	Can Peaches	35@40
Peanuts, quart	20@ ..	Can Pears	35@40
Dried Peaches, lb.	20@25	Can Pine-appies	35@ ..
Dried Apples, lb.	12@ ..	Can Plums	40@ ..
Dried Pears, lb.	15@20	Can Quinces	35@40
Dried Currants, lb.	10@15	Can Cherries	35@40
Oranges, doz.	30@40	Can Fresh Pears	50@ ..
Filberts, lb.	25@ ..	Can American Pumels, lb.	35@ ..
Needless, lb.	20@ ..	Can String Beans	25@ ..
Malaga Grapes, lb.	20@25	Can Tomatoes	20@25
Prunes, new, lb.	15@20	Can Raspberries	35@ ..
New Dates, lb.	10@15		

BUTTER, LARD, AND CHEESE.

Best Family Butter.	25@ ..	Cheese, ₱ lb.	10@20
Common Butter	25@28	Swiss (imported)	
Eggs, fresh, doz.	40@ ..	Cheese	32@ ..
Eggs, barreled, doz.	25@30		

PICKLES.

Chow-chow, quart.	20@25	Red Cabbage, quart	20@ ..
Mixed pickles	20@ ..	White Onion, quart	25@ ..
Cauliflower, quart.	20@ ..		

THE COTTON MARKETS.

GALVESTON, July 17.—Cotton weak and nominal; Good Ordinary, 14½c.; net receipts, 38 bales; exports coastwise, 10 bales; stock, 5,863 bales; weekly net receipts, 283 bales; exports to Great Britain, 3,025 bales; coastwise, 582 bales; sales, 625 bales.

NORFOLK, July 17.—Cotton dull and declining; Low Middling, 15c.; net receipts, 392 bales; exports coastwise, 495 bales; sales, 50 bales; stock, 685 bales; weekly net receipts, 3,079 bales; exports coastwise, 3,081 bales; sales, 300 bales.

MOBILE, July 17.—Cotton dull and easier; Middling, 16c.; Low Middling, 14¾c.@15c.; Good Ordinary, 13¾c.; net receipts, 63 bales; exports coastwise, 457 bales; sales, 100 bales; stock, 6,295 bales; weekly net receipts, 347 bales; exports coastwise, 887 bales; sales, 500 bales.

AUGUSTA, July 17.—Cotton quiet; Middling, 15½c.; receipts, 8 bales; sales, 18 bales; stock, 1874, 8,352 bales; 1873, 3,184 bales; weekly receipts, 108 bales; shipments, 536 bales; sales, 708 bales; spinners, 356 bales.

CHARLESTON, July 17.—Cotton weak and dull; Middling, 15½c.; net receipts, 256 bales; sales, 250 bales; stock, 9,411 bales; weekly net receipts, 966 bales; exports coastwise, 467 bales; sales, 1,200 bales.

WILMINGTON, July 17.—Cotton quiet and nominal; Middling, 15½c.; net receipts, 21 bales; stock, 711 bales; weekly net receipts, 109 bales; exports coastwise, 100 bales; sales, 31 bales.

CITY REAL ESTATE.

FOR SALE—THE ENGLISH BASEMENT HOUSE No. 25 East 31st st., near Madison av., with the principal furniture; possession immediately; price $26,000. HOMER MORGAN, No. 2 Pine st.

COUNTRY REAL ESTATE.

A HOME IN THE COUNTRY—CENTRAL NEW-Jersey Land Improvement Company has two houses, lots, and land by the acre for sale at all points on the line of the Central Railroad of New-Jersey. Apply to A. B. HOPE, or ELSTON MARSH, No. 119 Liberty st.

COUNTRY REAL ESTATE.

BEST LOTS IN FLUSHING

ON $10 MONTHLY PAYMENTS.

MONEY LOANED TO THOSE DESIRING TO BUILD.

Don't buy anywhere else when you can get in a first-class locality for half the money; only six miles from this City; 120 trains daily; fare 10½ cents over railroad and ferry. Excellent schools and churches of every denomination, gas-lamps, sewerage, water in pipes, flagged sidewalks, and good society. All the comforts and luxuries of city life for what you now pay for rent. It costs nothing to examine.

FREE EXCURSIONS FOUR TIMES DAILY.

Ladies shown every courtesy.

Maps and free tickets at

BENJ. C. HITCHCOCK'S,
REAL ESTATE HEAD-QUARTERS,
No 355 3d av., corner 26th st.

Cheap Pine Lands, Pine Timber.

Will be sold, 2,640 acres, containing 32,000,000 feet of the finest Pine Timber in Wisconsin, situated only 30 miles from Stevens' Point, on Plover River, to which place the logs can be cheaply floated and manufactured; is a good market, and facilities for shipping East or West by rail. Price, $12 per acre, or $1 per thousand feet stumpage. Will sell all or part.

Apply to N. A. THOMPSON,
Stevens' Point, Wis.

ORANGE, N. J.—COUNTRY HOUSES, LANDS, and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or year by WALTER E. SMITH, formerly Blackwell & Smith, Orange, corner of Main and Cone streets.

TO BUILDERS OR OTHERS.—THE MOST desirable and cheapest plot of ground, five to ten acres, for improvement that is on the market; now is your chance. Address OWNER, Box No. 114 *Times* Office.

DWELLINGS TO LET.

A FURNISHED HOUSE NEAR PROSPECT Park to let, with immediate possession; brown stone, high stoop, twelve rooms, all improvements, nice order, and well furnished; large lot, and very desirably located, on the best street between Carleton and Vanderbilt avs. WYCKOFF & JANES,
No. 189 Montague st.

FURNISHED HOUSE TO RENT.—A GENtleman owning a first-class English basement house, handsomely furnished, desires to rent the same to a small genteel family for the board of himself, wife, daughter, and son. Address OWNER, No. 36 East 31st st.

STORES, &C., TO LET.

OFFICES TO LET IN TIMES BUILDING.

SPLENDID OFFICES TO LET IN THE FIRE-PROOF TIMES BUILDING. Apply at TIMES COUNTING-ROOM.

TO RENT—THE MOST ELIGIBLE OFFICES IN the National Shoe and Leather Bank building, on the second floor, suitable for an insurance company, (now occupied by the Berkshire Life.) Possession given May 1. For particulars inquire at above-named bank.

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By WILLIAM BLACK,

Author of "A Princess of Thule," "Strange Adventures of a Phaeton," &c.,

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H. O. HOUGHTON & CO., Boston.
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PUBLISHED THIS DAY:

WITHIN AN INCH OF HIS LIFE.

[Le Corde au Cou.] By EMILE GABORIAU, author of "The Widow Lerouge," "The Mystery of Orcival," &c. Vol. 41 in *Osgood's Library of Novels.* 8vo, paper, 75 cents; cloth, $1 25.

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One of the most stirring works.—*Boston Traveller.*

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A monthly periodical devoted to the physiology and diseases of the nervous system, and to medical jurisprudence. Edited by Wm. A. Hammond, M. D.

JULY, 1874.

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Dr. Hammond's address on the effects of alcohol on the nervous system, with the debates at the New-York Neurological Society, now first published in full; with other important articles. Price per vol., (six numbers,) $2 50; single numbers, 50 cents.

F. W. CHRISTERN, Publisher,
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7 PER CENT. BONDS.

COUPONS, $1,000 EACH.

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INTEREST JUNE 1 AND DEC. 1.

PRINCIPAL PAYABLE IN 1903.

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GEORGE OPDYKE & CO.,

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And other first-class MUNICIPAL BONDS,

FOR SALE BY

DANIEL A. MORAN,

NO. 40 WALL ST.

UNION TRUST COMPANY OF NEW-YORK, No. 73 Broadway, corner of Rector st., NEW-YORK, June 26, 1874.

THE FOLLOWING NUMBERS OF THE CONsolidated first mortgage bonds of the OHIO AND MISSISSIPPI RAILWAY COMPANY, entitled to the benefit of the sinking fund, have THIS DAY been drawn by the Union Trust Company of New-York, as Trustee, for redemption July 1, 1874, viz.:

Nos.	5,118	5,999	4,277	3,572	4,379
	6,505	5,967	5,047	2,334	
	4,446	3,697	6,326	5,075	
	3,743	6,669	4,826	6,410	
	3,669	4,358	3,520	6,167	
	5,771	4,356	4,225	3,719	
	5,489	5,387	3,112	5,714	
	4,909	4,705	5,129	5,540	
	6,085	3,801	3,790	5,926	

Holders of the above bonds wishing to avail themselves of the privilege of redemption, must present the same at the Trust Company of New-York, within six months from date. EDWARD KING, President.

CITY OF ALTOONA 7 PER CENT.

"PERMANENT IMPROVEMENT" BONDS.

$150,000 only, authorized. Redeemable after July 1, 1883, and payable July 1, 1903. Free of all taxes. The new Constitution of Pennsylvania requires cities issuing bonds to establish a Sinking Fund for their retirement. The Act authorizing this loan specially provides that all the property within the city shall be held liable for the payment of both principal and interest. A liberal commission allowed. For sale by LLOYD & HUTCHINSON, No. 48 Exchange place.

NORTH BRITISH

AND MERCANTILE INSURANCE COMPANY.

Paid up and subscribed capital..... $10,000,000
Gross fire reserve surplus..... 3,700,000
Life assets and annuities..... 13,300,000
Total..... $27,000,000

BRANCH OFFICE, NO. 54 WILLIAM. CORNER PINE ST.

CITY OF RAHWAY, N. J., BONDS, SEVEN per Cent., ten years to run from July 1, 1874; also one year bonds, same date, Seven per Cent; interest payable at Chatham National Bank, where the Bonds are for sale.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.

ISSUE COMMERCIAL and TRAVELERS' CREDITS AVAILABLE in all PARTS of the WORLD.

FIRE INSURANCE STOCKS BOUGHT AND sold by WM. C. GILMAN, No. 40 Pinest.

DIVIDENDS.

OFFICE OF UNITED STATES EXPRESS COMPANY, No. 82 BROADWAY, NEW-YORK, July 16, 1874.

THE DIRECTORS OF THIS COMPANY HAVE declared a Quarterly Dividend of Two (2) Dollars per Share, payable at the office of Wells, Fargo & Co., No. 65 Broadway, New-York, on and after Aug. 1 (premium). The transfer-books will close at the Union Trust Company of New-York, at 2 o'clock P. M., on Tuesday, the 21st inst., and reopen on Monday, Aug. 3.

GEO. G. FARNHAM, Treasurer.

DIVIDEND.

OFFICE OF THE NEW-YORK EQUITABLE INSURANCE COMPANY, No. 58 WALL ST., NEW-YORK, July 8, 1874.

The Board of Directors have this day declared a Semi-annual Dividend of TEN PER CENT., payable on and after the 11th inst. JOHN MILES, Secretary.

THIRTY-SECOND DIVIDEND.

OFFICE OF THE ARCTIC FIRE INSURANCE COMPANY, No. 104 BROADWAY, NEW-YORK, July 8, 1874.

The Board of Directors have this day declared a Dividend of Five per Cent. payable to the stockholders or their legal representatives on demand.

CHAS. BAMBURGH, Secretary.

THIRTY-THIRD DIVIDEND.

OFFICE OF RELIEF FIRE INSURANCE COMPANY, NO. 149 BROADWAY, NEW-YORK, July 8, 1874.

The Board of Directors have this day declared a Semi-annual Dividend of Five (5) per Cent., payable on demand. W. E. CRARY, Secretary.

TREASURER'S OFFICE, CENTRAL RAILROAD COMPANY OF NEW-JERSEY, No. 119 LIBERTY ST., NEW-YORK, July 1, 1874.

DIVIDEND.—A QUARTERLY DIVIDEND OF TWO and a half per cent. will be paid on MONDAY, the 20th inst., at this office. The transfer-books will be closed from Monday the 6th inst., to Wednesday, the 22d inst. SAMUEL KNOX, Treasurer.

HOLDERS OF THE FIRST MORTGAGE Bonds of the BRUNSWICK AND ALBANY RAILROAD, are notified that the Dividend due to those Bondholders not joining in the purchase of the road, will be paid after Aug. 1, and they are requested forthwith to communicate with J. DE NEUFVILLE,
No. 18 Exchange place, New-York City.

OFFICE CITIZENS' INSURANCE COMPANY, No. 156 BROADWAY, NEW YORK, July 8, 1874.

AN INTEREST DIVIDEND OF THREE AND a Half per Cent. on Capital Stock and Reserve Fund; also a Dividend of Five per Cent. on the Capital Stock, is payable on demand.

E. A. WALTON, Secretary.

FIREMAN'S TRUST INSURANCE COMPANY, OF BROOKLYN, No. 201 MONTAGUE ST., AND No. 60 WALL ST., NEW-YORK, July 13, 1874.

THE BOARD OF DIRECTORS HAVE THIS day declared a Semi-annual Dividend of FIVE PER CENT., payable on demand.

O. D. MILDEBERGER, Secretary.

STANDARD FIRE INSURANCE COMPANY, OFFICE No. 117 BROADWAY, NEW-YORK, July 14, 1874.

A SEMI-ANNUAL DIVIDEND OF FIVE PER CENT. has this day been declared; also an extra dividend of FIVE PER CENT., both payable on demand.

WILLIAM M. ST. JOHN, Secretary.

THE AMITY INSURANCE COMPANY, No. 345 BROADWAY, NEW-YORK, July 14, 1874.

THE BOARD OF DIRECTORS HAVE THIS day declared a semi-annual dividend of FOUR (4) PER CENT., payable on demand.

NATHAN HARPER, Secretary.

MERCHANTS' INSURANCE COMPANY, No. 149 BROADWAY, N. W. COR. LIBERTY ST., NEW-YORK, July 13, 1874.

THE USUAL SEMI-ANNUAL DIVIDEND of Ten per Cent. is payable on demand.

J. L. DOUGLASS, Secretary.

DIVIDENDS.

OFFICE

WESTCHESTER FIRE INSURANCE COMPANY

NEW-ROCHELLE, N. Y., July 15, 1874.

THE BOARD OF DIRECTORS HAVE THIS DAY, DECLARED A SEMI-ANNUAL DIVIDEND OF FIVE (5) PER CENT., PAYABLE ON AND AFTER AUG. 1, AT NEW-YORK OFFICE,

Nos. 112 and 114 Broadway.

GEO. R. CRAWFORD, Secretary.

CLINTON FIRE INS. CO.

NEW-YORK, July 2, 1874.

DIVIDEND.—A Semi-annual Dividend of

Ten per Cent.

Has been declared payable on and after the 8th inst.

GEORGE T. PATTERSON, JR., Secretary.

DIVIDEND NOTICE.

DELAWARE AND HUDSON CANAL COMPANY, NEW-YORK, July 13, 1874.

The Board of Managers of this Company have declared a DIVIDEND OF FIVE PER CENT. upon the amount of its capital stock now represented by outstanding certificates. This Dividend, together with the INTEREST ACCRUED SINCE FEB. 1, UPON PAID-UP INSTALLMENTS OF THE NEW STOCK, will be paid at the National Bank of Commerce, of New-York, on and after SATURDAY, THE 1ST OF AUGUST NEXT.

The transfer books will be closed at 3 o'clock P. M. on Wednesday, 15th inst., and remain closed until the morning of Tuesday, 4th of August next.

By order of the Board. JAMES C. HART, Treasurer.

THIRTY-NINTH DIVIDEND.

STUYVESANT

FIRE INSURANCE COMPANY, No. 122 Bowery and No. 200 Broadway.

CAPITAL..... $200,000 00
SURPLUS, July 1, 1874..... 200,448 48
Assets..... $400,448 48

NEW-YORK, July 9, 1874.

The Board of Directors have this day declared the usual semi-annual dividend of SEVEN PER CENT., also an extra dividend of TWO PER CENT., both payable on demand at the office, No. 122 Bowery.

GEO. B. RHOADS, Secretary.

CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY, CLEVELAND, Ohio, July 14, 1874.

A DIVIDEND OF FOUR PER CENT. HAS this day been declared by this company, payable on and after Aug. 1 next.

Stockholders registered at New-York will be paid at the office of the United States Trust Company of New-York, No. 49 Wall st.

The transfer books will be closed at the close of business on 21st inst., and reopened on MONDAY, Aug. 3.

By order of the Board of Directors.

GEO. H. RUSSELL, Treasurer.

SAVINGS BANKS.

BOND STREET SAVINGS BANK.

(CHARTERED APRIL 11, 1860, AS THE ATLANTIC SAVINGS BANK.)

BOND ST., CORNER BOWERY.

TWENTY-EIGHTH DIVIDEND.

The Trustees have ordered interest to be paid to depositors on and after Monday, July 20, 1874, at the rate of SIX PER CENT. per annum on all deposits entitled thereto.

Interest not called for will be added as principal, and draw interest accordingly.

Deposits made on or before July 20 will draw interest from July 1.

HARPER HALL, President.
JOSEPH P. COOPER, Secretary.

C. D. BAILEY, Treasurer.

CITIZENS' SAVINGS BANK

Of the City of New York.
1874—JULY INTEREST.

The twenty-eighth semi-annual interest at the rate of SIX per cent. per annum, on all sums which have been on deposit for ONE or more months next previous to July 1, will be credited and paid on and after Tuesday, July 21.

All interest not called for will remain as principal, and draw interest accordingly, and will be entered on the depositors' books any time when presented after the 21st of July.

The bank is open every day for the reception and payment of money from 10 A. M. to 3 P. M., and on MONDAYS and SATURDAYS from 10 A. M. to 7 P. M.

Dividends made on or before Monday, July 20, will draw interest from the 1st of July.

Bank books in German, French, and English.

Bank, No. 58 Bowery, south-west corner of Canal st.

E. A. QUINTARD, President.
SEYMOUR A. DANA, Secretary.

METROPOLITAN SAVINGS BANK,

NOS. 1 AND 3 3D AV.,

Opposite Cooper Institute.

The TRUSTEES of this bank have ordered that INTEREST at the rate of SIX PER CENT. per annum be paid to depositors, on and after July 15, on all sums entitled thereto.

Interest not withdrawn will be added to the account, and will draw interest from July 1, and may be entered in the depositors' books at any time after the same is due.

Interest commences July 1 on deposits made now.

ISAAC T. SMITH, President.
PHILIP W. ENGS,
A. F. OCKERSHAUSEN, } Vice-Presidents.
T. W. LILLIE, Secretary.

TRADES' SAVINGS BANK,

NO. 275 WEST 23D ST., NEAR 8TH AV.,

Have declared their usual Dividend of

SEVEN (7) PER CENT.,

PAYABLE JULY 20.

This institution, which contains among its Trustees leading citizens of the West Side, is managed UPON STRICTLY ECONOMICAL PRINCIPLES, and is one of the safest banks for the deposits of Merchants, Mechanics, and others.

Its business has increased fourfold during the past twelve months. Money deposited or drawn at any time. Accounts opened for any amount, and drawn against by check when desired. The only bank up-town open from 9 A. M. to 8 P. M. All moneys deposited before July 20 will draw interest from July 1. Drafts sold on the Royal Bank of Ireland.

ALEXANDER M. LESLEY, President.
I. M. FREESE, Secretary. DEXTER A. HAWKINS, Counsel

ELEVENTH WARD SAVINGS BANK,

CORNER OF AVENUE C AND 7TH ST.

STATEMENT TO JULY 1, 1874.

ASSETS.

Bonds and mortgages on New-York City real estate.....	$315,000 00
United States and City securities.....	158,452 63
Real estate.....	100,000 00
Cash on hand.....	15,504 94
Cash in banks.....	52,410 05
Total.....	$641,457 62

LIABILITIES.

Amount due to depositors July 1, 1874.....	$606,436 43	
Interest credited to depositors July 1, 1874.....	14,130 76	$620,567 19
Net surplus.....		$20,890 43

The regular semi-annual interest, at the rate of Six per cent. per annum, will be paid to depositors on and after July 20, and all money deposited before the 20th will draw interest from July 1. Deposits from 10 cents to $10,000 will be taken.

JAMES L. STEWART, President.
JOHN H. TIMMERMAN, Secretary.

GREENWICH SAVINGS BANK.

JULY INTEREST FOR 1874.—The Board of Trustees have ordered interest to be paid to depositors on and after MONDAY, the 20th of July, 1874, at the rate of SEVEN PER CENT. per annum on all sums of $500 and under, and on all sums over $500 entitled thereto at the rate of SIX PER CENT. per annum. Interest not called for will be added as principal. Money deposited on or before the 10th of July will draw interest from the 1st.

B. F. WHEELWRIGHT, President.
JAMES BRYCE, } Secretaries.
J. HARSEN RHODES, }
CLINTON GILBERT, Treasurer.

THE ORIENTAL SAVINGS BANK,

No. 430 Grand st., between Attorney and Ridge sts.

MONEY DEPOSITED BEFORE JULY 21 will draw interest from July 1.

E. R. KENNEDY, Sec. WM. C. BUCKMASTER, Pres.
ROBERT HOE, } Vice Presidents.
GEO. C. SCHOFIELD, }
MANNING MERRILL, Auditor.
EUGENE SMITH, Attorney and Counsel.

EQUITABLE SAVINGS INSTITUTION,

No. 170 6TH AV., CORNER OF 12TH ST., NEW-YORK, June 25, 1874.

Interest at the rate of Six per Cent. per annum will be paid on all sums of $5 and upward, payable on and after July 20. Interest not withdrawn will be credited as a deposit from July 1. Deposits made on or before July 20 will draw interest from July 1. Bank open daily from 9 A. M. to 3 P. M.; also Monday, Wednesday, and Saturday from

SHIPPING.

CUNARD LINE.

NOTICE.

With the view of diminishing the chances of collision, the steamers of this line take a specified course for all seasons of the year.

On the outward passage from Queenstown to New-York or Boston, crossing meridian of 50 at 43 latitude, or nothing to the north of 43.

On the homeward passage, crossing the meridian of 50 at 42, or nothing to the north of 42.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS, BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

FROM NEW-YORK.	FROM NEW-YORK.
*Scotia, Wed'day, July 15	China, Saturday, Aug. 8
Algeria, Saturday, July 18	Calabria, Wed'y, Aug. 12
*Cuba, Wednesday, July 22	*Scotia, Wednesday, Aug. 19
Abyssinia, Wed'day, July 29	Algeria, Saturday, Aug. 22
*Russia, Wednesday, Aug. 5	*Bothnia, Wed'day, Aug. 26

And every following WEDNESDAY and SATURDAY from New-York.

Steamers marked thus * do not carry steerage passengers.

Rates of passage—Cabin, $80, $100, and $130, gold, according to accommodation. Return tickets on favorable terms. Steerage at lowest rates. Steerage tickets from Liverpool and Queenstown, and all parts of Europe, at lowest rates. For freight and cabin passage apply at the company's office, No. 4 Bowling green; for steerage passage, No. 111 Broadway, Trinity Building.

CHAS. G. FRANCKLYN, Agent.

PASSENGERS PER STEAM-SHIP ALGERIA will embark from the Cunard Wharf, foot of Grand st., Jersey City, at 8:30 A. M. on SATURDAY, July 18, 1874.

CHAS. G. FRANCKLYN

No. 4 Bowling green, New York.

AMERICAN LINE.

THE AMERICAN STEAM-SHIP COMPANY OF PHILADELPHIA.

Weekly Mail Steam-ship service between PHILADELPHIA and LIVERPOOL, Calling at QUEENSTOWN,

Sailing every THURSDAY from Philadelphia, and Sailing every WEDNESDAY, from Liverpool.

The following steamers are appointed to sail from Philadelphia.

*KENILWORTH.....July 23 | PENNSYLVANIA...Aug. 13
INDIANA.....July 30 | ILLINOIS.....Aug. 20
*ABBOTSFORD.....Aug. 6 | OHIO.....Aug. 27

PRICES OF PASSAGE IN CURRENCY:

Cabin $75 to $100, according to accommodations.

Steerage and intermediate tickets to and from all points at the lowest rates.

Steamers marked with a star do not carry intermediate.

Passenger accommodations for all classes unsurpassed. Ample attendance is provided. Every steamer carries a surgeon and stewardess.

These steamers are supplied with life-rafts in addition to the usual life-boats and life-preservers.

Through tickets and through bills of lading issued between all prominent points.

For passage, rates of freight and other information apply to

GEO. W. COLTON, Agent, No. 42 Broad st.
PETER WRIGHT & SONS, General Agents, No. 307 Walnut st., Philadelphia.

RICHARDSON, SPENCE & Co., Liverpool. | N. & J. CUMMINS & BROS., Queenstown.

WHITE STAR LINE.

FOR QUEENSTOWN AND LIVERPOOL. CARRYING UNITED STATES MAIL.

NEW AND FULL-POWERED STEAM-SHIPS.

Sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.

CELTIC.....SATURDAY, July 18, at 9 A. M.
ADRIATIC.....SATURDAY, July 25, at 2 P. M.
REPUBLIC.....SATURDAY, Aug. 1, at 8 A. M.
BALTIC.....SATURDAY, Aug. 8, at 2 P. M.

From White Star Dock, Pier No. 52 North River.

Passenger accommodations (for all classes) unrivaled, combining

SAFETY, SPEED, AND COMFORT.

Saloon, State-rooms, smoking-room and Bath-rooms in MIDSHIP section, where least motion is felt. Surgeons and stewardesses accompany these steamers.

Rates—Saloon, $80, gold; return tickets, $140, gold; steerage at low rates. Drafts for sale for friends from the old country can now obtain steerage prepaid certificates at low rates.

Passengers booked to or from all parts of America, to Paris, Hong Kong, Norway, Sweden, India, Australia, China, &c.

Drafts from £1 upward.

For inspection of plans and other information apply at the Company's offices, No. 19 Broadway, New-York.

R. L. CORTIS, Agent.

STATE LINE.

NEW-YORK TO GLASGOW, LIVERPOOL, BELFAST, AND LONDONDERRY.

These elegant new Clyde-built steamers will sail from Pier No. 36 North River as follows:

STATE OF GEORGIA.....Wednesday, July 22
STATE OF NEVADA.....Wednesday, July 29
STATE OF PENNSYLVANIA.....Wednesday, Aug. 5

and every Wednesday thereafter, taking passengers at through rates to all parts of Great Britain and Ireland, Norway, Sweden, Denmark, and Germany. Drafts for £1 and upward. For freight or passage apply to

AUSTIN BALDWIN & CO., Agents, No. 72 Broadway.

Steerage office, No. 45 Broadway.
STEERAGE AS LOW AS BY ANY OTHER LINE.

FOR LIVERPOOL.

(VIA QUEENSTOWN.)
CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full-power iron screw steamships from PIER NO. 46 NORTH RIVER, EVERY TUESDAY, as follows:

WISCONSIN, Capt. BEDDOE.....July 21, 11 A. M.
MINNESOTA, Capt. .....July 28, 3 P. M.
WYOMING, Capt. GIFFARD.....Aug. 4, 10 A. M.
NEVADA, Capt. PRICE.....Aug. 11, 3 P. M.
IDAHO, Capt. FORSYTH.....Aug. 25, 3 P. M.

Cabin passage, $80, gold.
Steerage passage, $30, (Office No. 29 Bowling, at low rates.
For freight or cabin passage apply to
WILLIAMS & GUION, No. 63 Wall st.

ANCHOR LINE.

PASSAGE RATES REDUCED.
NEW-YORK AND GLASGOW.

STEAMER EVERY WEDNESDAY AND SATURDAY.

From company's piers, 20 and 21 North River, N. Y.
Utopia, Saturday, July 18 | Victoria, Saturday...Aug. 1
Columbia, Wed'day, July 22 | Australia, Wed'day, Aug. 5
Macedonia, Sat.....July 25 | Bolivia, Saturday.....Aug. 8
India, Wednesday.....July 29 | Italia, Wed'day, Aug. 12

RATES OF PASSAGE—PAYABLE IN CURRENCY.
TO GLASGOW, LIVERPOOL, LONDONDERRY, QUEENSTOWN OR BELFAST.

Cabin, $65 to $90, according to steamer and accommodations. Return tickets issued at reduced rates.
INTERMEDIATE, $25. STEERAGE, $15.

Drafts issued for any amount at low rates.

Send for circular, giving further information, to Company's offices, No. 7 Bowling green.

HENDERSON BROTHERS, Agents.

RED STAR LINE.

Appointed to carry the Belgian and United States mails. The following steamers are appointed to sail:

FOR ANTWERP.

From Philadelphia.	From New-York.
S NDERLAND.....July 13	COLINA.....July 25
CYBELE.....July 18	SWITZERLAND.....Aug. 18

FROM ANTWERP.

For Philadelphia.	For New-York.
FADERLAND.....July 13	SWITZERLAND.....July 25
NEDERLAND.....July 18	COLINA.....Aug. 18

PRICES OF PASSAGE IN CURRENCY.

First cabin.....$90 | Second cabin.....$60

Steerage and Intermediate tickets, to and from all points at the lowest rates. Passage accommodations for all classes unsurpassed. Ample attendance is provided. Every steamer carries a surgeon and stewardess.

Through tickets and through bills of lading issued between all prominent points. For passage, rates of freight, and other information, apply to

GEO. W. COLTON, Agent, No. 42 Broad st.
PETER WRIGHT & SONS, General Agents, No. 307 Walnut st., Philadelphia.

B. VONDER BECKE, General European Agent, Antwerp.

NATIONAL LINE.

NOTICE.—The most southerly route has *always* been adopted by this company to avoid ice and headlands.

From Piers Nos. 44 and 47 North River.

TO QUEENSTOWN AND LIVERPOOL.

Greece.....July 18, | Queen.....July 8, 8 A. M.
Egypt.....July 25, 1 P. M. | Italy.....Aug. 8, 1 P. M.

FOR LONDON DIRECT.

FRANCE, THOMPSON.....Thursday, July 23, at 11 A. M.

Cabin passage, $70 and $80, currency. Steerage at greatly reduced price. Return tickets at reduced rates. Prepaid steerage tickets from Liverpool at the lowest rates. Apply at the company's office, No. 69 Broadway. E. W. J. HURST, Manager.

INMAN LINE.—SOUTHERLY COURSE.

Royal Mail steamers are appointed to sail as follows:

FOR QUEENSTOWN AND LIVERPOOL.

CITY OF BROOKLYN.....Saturday, July 18, at 3 P. M.
CITY OF CHESTER.....Saturday, July 25, at 2 P. M.
CITY OF RICHMOND.....Saturday, Aug. 1, at 3 P. M.
CITY OF PARIS.....Saturday, Aug. 8, at 2 P. M.
CITY OF MONTREAL.....Saturday, Aug. 15, at 3 P. M.

CABIN PASSAGE, $80 and $90, gold.
STEERAGE.—To and from all points, at reduced rates.
Cabin and General Office, No. 15 Broadway.
Steerage Offices, No. 33 Broadway, and Pier No. 45 North River.
JOHN G. DALE, Agent.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid vessels on this favorite route for the Continent, (being more southerly than any other,) will sail from Pier No. 50 North River, as follows:

VILLE DE PARIS, DANRE.....Saturday...July 25
LAFAYETTE, HELIARD.....Saturday...Aug. 8
PIERRE, SURMONT.....Saturday...Aug. 22

PRICE OF PASSAGE—IN GOLD, (including wine,)
First Cabin, $125.....Second Cabin, $75.....Third, $35.

Excursion tickets at reduced rates.

American travellers by taking this line, avoid both transit by English railway and the discomforts of crossing the Channel, besides saving time, trouble, and expense. GEORGE MACKENZIE, Agent.

No. 55 Broadway.

NORTH GERMAN LLOYD STEAM-SHIP CO.

FOR SOUTHAMPTON AND BREMEN.

The steam-ship WESER, Capt. W. WILLERSON, will sail on WEDNESDAY, July 15, at 2 P. M., from Bremen Pier, foot 3d st., Hoboken, to be followed by steam-ship MAIN, Capt. C. LEIST, on SATURDAY, July 18.

RATES OF PASSAGE TO LONDON, HAVRE, AND BREMEN, payable in gold or its equivalent in currency:

First cabin.....$120
Second cabin.....60
Steerage.....30

For freight or passage apply to
OELRICHS & CO., Agents, No. 2 Bowling green.

NEW-YORK AND HAVANA DIRECT MAIL LINE.

These first-class steam-ships will sail every TUESDAY, at 3 P. M., from Pier No. 13 North River, (foot of Cedar st.,) for Havana direct, as follows:

CRESCENT CITY, Capt. T. S. CURTIS, July 21.
COLUMBUS, Capt. S. C. REED, July 28.
MORRO CASTLE, Capt. THOS. H. MORTON, Aug. 4.

For freight or passage (having magnificent accommodations) apply to
WM. P. CLYDE & CO.,
No. 6 Bowling green.

D. MCKELLAR, Agent in Havana.
March 31, 1873.

TAPSCOTT BROS. & CO.—EMIGRATION AND foreign exchange office, No. 86 South st., New-York. Buys or exchanges and draws for any amount, from £1 upward, issues at the lowest rates.

UNITED STATES PASSPORT BUREAU.—United States passports, indispensable to travelers, issued by J. B. NONES, Passport Agent, No. 91 Duane st., corner Broadway.

SHIPPING.

PACIFIC MAIL STEAM-SHIP LINE

TO CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

RATES OF PASSAGE,

(Including all necessaries for the trip:)

New-York to San Francisco, $50, $100, or $110 currency.

San Francisco to Yokohama, $150, gold.
San Francisco to Hong Kong, $200, gold.

Steamers leave Pier No. 42 North River, New-York, as follows:

COLON, Capt. J. M. Dow, July 18, at 12 noon.

CITY OF PANAMA, Capt. C. C. LINA, July 25, at 12 noon. Freight and way passengers only.

ACAPULCO, Commodore A. G. GRAY, Aug. 1, at 12 noon.

And every alternate SATURDAY thereafter, connecting with all steamers for Central American and South Pacific ports.

Extra steamers for freight and way passengers will be dispatched on intervening Saturdays as necessity may require.

Steamers leave San Francisco for Japan and China, as follows:

ALASKA.....July 25
COLORADO.....Aug. 8

and every fortnightly Saturday thereafter.

Steamers leave China and Japan for San Francisco and New-York as follows:

From Hong Kong...June 24 | From Yokohama...July 3
From Hong Kong...July 8 | From Yokohama...July 17
From Hong Kong...July 22 | From Yokohama...July 31

For freight and passage, or further information, apply at company's office, on wharf foot Canal st., New-York.

RUFUS HATCH, H. J. BULLAY,
Managing Director. Superintendent.

G. H. DAYTON,
Freight Agent.

FOR SAN FRANCISCO, VIA STRAITS OF MAGELLAN.

NOTICE TO SHIPPERS.

THE PACIFIC MAIL STEAM-SHIP COMPANY will dispatch their new and magnificent iron steam-ship CITY OF PERING, 5,000 tons burden,

for San Francisco, as above, on or about Aug. 10, 1874.

Clipper freight taken at unusually low rates.

The CITY OF TOKIO, sister ship to the above will follow and sail on or about Sept. 10.

For rates of passage, freight, or other information, apply at Company's office on wharf, Pier No. 42 North River, foot of Canal st., New-York.

RUFUS HATCH, H. J. BULLAY,
Managing Director. Superintendent,
G. H. DAYTON,
Freight Agent.

FOR SAVANNAH, GA.

THE FLORIDA PORTS,
AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

CENTRAL RAILROAD OF GEORGIA, AND ATLANTIC AND GULF RAILROAD.
WEDNESDAYS AND SATURDAYS.

THE STEAM-SHIPS

SAN SALVADOR, Capt. NICKERSON, SATURDAY, July 18, from Pier No. 43 North River at 3 P. M.

WM. R. GARRISON, Agent,
No. 5 Bowling green.

ERIE RAILWAY.

LEO, Capt. DEARBORN, WEDNESDAY, July 22, from Pier No. 16 East River, at 3 P. M.

MURRAY, FERRIS & CO., Agents, No. 62 South st.

H. LIVINGSTON, Capt. MALLORY, SATURDAY, July 25, from Pier No. 43 North River, at 3 P. M.

WM. R. GARRISON, Agent,
No. 5 Bowling green.

MONTGOMERY, Capt. FAIRCLOTH, WEDNESDAY, July 29, from Pier No. 12 North River, at 3 P. M.

R. LOWDEN, Agent,
No. 93 West st.

Insurance by this line ONE-HALF PER CENT.
Superior accommodations for passengers.
Through rates and bills of lading, in connection with Central Railroad of Georgia, to all points.
Through rates and bills of lading in connection with the Atlantic and Gulf Railroad and Florida steamers.

GEORGE YONGE, Agent,
Central Railroad of Georgia,
C. D. OWENS, No. 409 Broadway.
General Freight and Passenger Agent.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE,

FOR CHARLESTON, S. C.,
THE FLORIDA PORTS,
AND THE
SOUTH AND SOUTH-WEST.

SAILING WEDNESDAY AND SATURDAY,
from Pier No. 29 North River.

CHAMPION, Capt. R. W. Lockwood, Saturday, July 18, 12 M.

SOUTH CAROLINA, Capt. J. T. BECKETT, Wednesday, July 22.

Superior accommodations for passengers.

Insurance by this line ONE-HALF PER CENT.

Goods forwarded free of commission.

Passage tickets and Bills of lading issued and signed at the office of

JAMES W. QUINTARD & CO., Agents,
No. 177 West st., (corner of Warren,)
Or W. P. CLYDE & CO.,
No. 6 Bowling green.

Through freight tariffs. Passage tickets by all routes and to all points in the South and South-west, and further information can be obtained at the office of

BENTLEY D. HASKELL,
General Agent Great Southern Freight Line,
No. 317 Broadway.

ATLAS MAIL LINE.

BI-MONTHLY SERVICE TO HAYTI, VENEZUELA, CURACOA, MARACAIBO, JAMAICA, AND COLOMBIA.

First-class full-powered iron screw steamers, from Pier No. 51 North River.

For HAYTI, CURACOA, VENEZUELA, and PORTO RICO.

CLARIBEL.....
ATLAS.....Aug. 7

For JAMAICA AND COLOMBIA.

ANDES.....July 31
ETNA.....Aug. 18

First-class passenger accommodation.

PIM, FORWOOD & CO., Agents.
Nos. 56 Wall and 59 Pine sts.

FOR ST. THOMAS AND BRAZIL.

THE UNITED STATES AND BRAZIL MAIL STEAM-SHIP COMPANY.

Regular mail steamers SAILING 23D OF EVERY MONTH, touching and connecting at RIO DE JANEIRO with the English and French Mail Steamships for MONTEVIDEO and BUENOS AYRES.

The splendid steam-ship MISSISSIPPI, Capt. W. WEBB, will sail from PIER No. 43 NORTH RIVER, on THURSDAY, July 23, at 3 P. M., calling at ST. THOMAS, PARA, PERNAMBUCO, BAHIA, and RIO DE JANEIRO, to no. of which ports she is certain.

First cabin passage to St. Thomas, $100; to Para, $150; to Pernambuco, $200; to Bahia, $210, and to Rio de Janeiro, $225, gold. Steerage hail price. EXCURSION TICKETS, good for six months, at three quarters of above rates. Freights greatly reduced.

Apply to WM. R. GARRISON, No. 5 Bowling green.

FOR HAVANA.

NASSAU, PROGRESO, CAMPECHE, AND VERA CRUZ. New-York, Havana, and Mexican Mail Steam-ship Line.

Leave Pier No. 3 North River, at 3 P. M.

CITY OF MEXICO, (Havana and Mexico).....July 18
CITY OF MERIDA, (Havana direct).....July 23
CITY OF HAVANA, (Havana direct).....July 30
CITY OF NEW-YORK, (Nassau via Nassau).....Aug.

For freight or passage, apply to
F. ALEXANDRE & SONS, No. 33 Broadway.

NOTICE TO TRAVELERS.

Families or gentlemen going to travel on the Continent of Europe, who can afford the expense of a courier, should not leave New-York without one. Their services are invaluable in relieving the traveler from multiplicity of cares and troubles respecting passports, examination and delivery of baggage, in securing the best accommodation, in protecting the traveler from imposition, and an infinity of annoyances to which they are exposed in various parts of the Continent. Competent and trustworthy couriers and traveling servants may always be obtained by applying to the COURIER SOCIETY, No. 3 Rue d'alger, near the Tuileries Garden, Paris.

RAILROADS.

CENTRAL RAILROAD OF NEW-JERSEY.

ALLENTOWN LINE TO THE WEST.

Passenger and Freight Station in New-York, foot of Liberty st. Connects at Somerville with South Branch R. R.; at Hampton Junction with Delaware, Lackawanna and Western Railroad; at Phillipsburg with Lehigh and Susquehanna Division; also with Lehigh Valley Railroad. Direct line to Harrisburg, Pittsburg, and the West; also to Central Pennsylvania and New-York State.

SUMMER ARRANGEMENT.

Commencing June 15, 1874.—Leave New-York as follows:

7:30 A. M.—News Train for Easton, Bethlehem, Bath, Allentown, Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, &c.

6 A. M.—Way Train for Somerville and Flemington.

8:30 A. M.—Express Train for Easton, Belvidere, Mauch Chunk, Wilkesbarre, Pittston, Mahanoy City, Mt. Carmel, Hazleton, Tunkhannock, Towanda, Waverly, &c. Connects at Junction with Delaware, Lackawanna and Western Railroad.

9 A. M.—Morning Express, daily, (except Sundays,) for Easton, Allentown, Harrisburg, and the West. Connects at Somerville for Flemington; at Easton for Mauch Chunk, Tamaqua, Towanda, Wilkesbarre, Scranton, &c., with through cars to Danville, Williamsport, &c.

10:30 A. M.—Way Train for somerville.

12:40 P. M.—Express for Flemington, Easton, Bath, Allentown, Mauch Chunk, Mahanoy City, Hazleton, Wilkesbarre, Scranton, Reading, Columbia, Lancaster, Ephrata, Pottsville, Harrisburg, &c.

2:30 P. M.—Way Train for Easton, Catasauqua, and Belvidere.

3:30 P. M.—Way Train for Plainfield. On Saturdays only to somerville.

4 P. M.—Way Train for Easton, Allentown, and Mauch Chunk. Connects at Junction with Del., Lack. & West. R. R.

4:30 P. M.—Way Train for Somerville and Flemington.

5 P. M.—Way Train or somerville.

5:15 P. M.—Way Train for Plainfield.

5:30 P. M.—Evening Express, daily, for Easton, Belvidere, Allentown, Mauch Chunk, Wilkesbarre, Towanda, Reading, Harrisburg, Pittsburg, Chicago, &c.

6 and 7 P. M.—Way Trains for somerville.

7:30 P. M.—(Emigrant.)—For Easton.

9:15 P. M.—Way Train for somerville.

12 P. M.—For Plainfield.

For Elizabeth at 5:15, 6, 6:15, 6:40, 7, 7:20, 8, 8:45, 9, 9:40, 10:30, 11:15 A. M.; 12:40, 1:30, 2:30, 3, 3:30, 3:45, 4, 4:15, 4:30, 4:45, 5, 5:15, 5:30, 5:45, 6, 6:10, 6:30, 7, 7:30, 8:15, 9:15, 10:30, 11:15, 12 P. M.

E. E. RICKER, Superintendent and Engineer.

H. P. BALDWIN, General Passenger Agent.

LONG BRANCH AND PHILADELPHIA, VIA NEW-JERSEY SOUTHERN RAILROAD.

Commencing MONDAY, June 15, 1874.

Leave New-York, (from Pier No. 8 North River, foot of Rector st.,)

7 A. M. for Long Branch, Seabright, and Highlands.
9:40 A. M. for Philadelphia, Long Branch, Waretown, Tuckerton, and Bridgeton.
2:45 P. M., foot of 24th st., N. R., } for Long Branch,
3:30 P. M., Pier No. 8, N. R., } &c.
4:30 P. M. for Long Branch, Waretown, &c.
5:30 P. M. for Long Branch and intermediate stations.

On SUNDAYS, leave 24th st. pier at 9 A. M. and Pier No. 8 at 9:40 A. M. for Long Branch. Returning arrive at Pier No. 8 at 6:50 P. M., 24th st. pier at 7:10 P. M.

Fare from New-York to Philadelphia only $2 25.

W. S. SNEDON, General Manager.

WICKFORD RAILROAD ROUTE TO NEWPORT.—Passengers for this line take 8:05 A. M. and 1 P. M. express trains from Grand Central Depot, arriving at Newport, R. I., at 4:15 and 8:10 P. M.

THEO. WARREN, Superintendent.

RAILROADS.

PENNSYLVANIA RAILROAD.

THE GREAT TRUNK LINE AND UNITED STATES MAIL ROUTE.

Trains leave New-York, from foot of Desbrosses and Cortlandt sts., as follows:

Express for Harrisburg, Pittsburg, the West and South, with Pullman palace cars attached, 9:30 A. M., 5 and 8:30 P. M. Sunday, 5 and 8:30 P. M.

For Williamsport, Lock Haven, Corry, and Erie, via Philadelphia and Erie Railroad, 8:30 P. M. For Williamsport and Lock Haven, 9:30 A. M., connecting at Philadelphia.

For Baltimore, Washington, and the South, "Limited, Washington Express" of Pullman parlor cars, daily, except Sunday, at 9:30 A. M., arrive at Washington at 4:10 P. M.; regular at 9:40 A. M.; 3 and 9 P. M. Sunday, 9 P. M.

Express for Philadelphia, 8:40, 9:30, A. M., 12:30, 3, 4, 4:10, 5, 7, 8:30, 9 P. M., and 12 night. Sunday 5, 7, 8:30, and 9 P. M. Emigrant and second class, 7 P. M. Accommodation for Trenton at 7 A. M., and 2 P. M.

For Newark at 6, 6:30, 7, 7:40, 8, 9, 10, 11 A. M., 12 M., 1, 2, 2:30, 3:10, 3:40, 4:10, 4:30, 5, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8:10 10, 11:30 P. M., and 12 night. Sunday 5:20, 7, and 8:10 P. M.

For Elizabeth, 6, 6:30, 7, 7:40, 8, 9, 10 A. M., 12 M., 1, 2, 2:30, 3:10, 3:40, 4:10, 4:30, 4:50, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8:10, 10, 11:30 P. M., and 12 night. Sunday 5:20, 7, and 8:10 P. M.

For Rahway, 6, 6:30, 7, 8, 10 A. M., 12 M., 1, 2, 2:30, 3:10, 3:40, 4:10, 4:30, 4:50, 5:20, 5:40, 6, 6:10, 6:30, 7, 8:10, 10 P. M., and 12 night. Sunday 5:20 and 7 P. M.

For Woodbridge, Perth Amboy, and South Amboy, 6 and 10 A. M., 2:30, 4:50, and 6 P. M.

For New-Brunswick, 7 and 8 A. M., 12 M., 2, 3:10, 4:50, 5:20, 6:10, 7, P. M., and 12 night. Sunday, 7 P. M.

For East Millstone, 12 noon, 3:10 and 4:50 P. M.

For Lambertville and Flemington, 9:30 A. M. and 4 P. M.

For Philadelphia and Belvidere, 9:30 A. M., 2 and 4 P. M.

For Bordentown, Burlington, and Camden, 7 and 9:30 A. M., 12:30, 2, 3, 5, and 7 P. M.

For Freehold, 7 A. M., 2 and 4 P. M.

For Farmingdale and Squankum, 7 A. M. and 2 P. M.

For Pemberton and Camden, 6 A. M., and via boat from Pier No. 39 at 3:35 P. M.

Trains arrive as follow: From Pittsburg, 6:50 A. M., 9:30 A. M. and 9:35 P. M. daily; 12:10 P. M. daily, except Monday. From Washington and Baltimore, 6:20 A. M., 4:15, 5:15 and 10:27 P. M. Sunday 6:20 A. M and 10:27 P. M. From Philadelphia, 3:10, 6:20, 6:50, 10:15, 11:55 A. M., 2:15, 4:15 5:15, 6:50, 8:44, 10:27 P. M. Sunday 5:10, 6:20, 6:50, 11:55 A. M., 6:50, and 10:27 P. M.

Ticket-offices, Nos. 526 and 944 Broadway, No. 1 Astor House, and foot of Desbrosses and Cortlandt sts., No. 4 Court st., Brooklyn, Nos. 111, 113 and 115 Fulton st., Hoboken. Emigrant Ticket-office, No. 8 Battery place.

FRANK THOMSON, D. M. BOYD, JR.,
General Manager. General Passenger Agent.

NOTICE TO THE PUBLIC.

On and after MONDAY, July 13, 1874, the following will be the only authorized offices in New-York City and vicinity for the sale of First and Second Class Tickets over the following lines:

NEW-YORK CENTRAL AND HUDSON RIVER R. R., No. 413 Broadway, Grand Central Depot, 30th Street Depot, Harlem Depot, and at Wedcott's Express Offices, No. 7 Park place, 10th st. and Broadway, and 32d st., near Broadway, New-York, and No. 333 Washington st., Brooklyn.

No. 241 Broadway, No. 529 Broadway, No. 957 Broadway, No. 10 Greenwich st., Depot foot Chambers st., Depot foot 23d st., Depot Jersey City, No. 2 Court st., Brooklyn, and No. 34 Hudson st., Hoboken.

PENNSYLVANIA RAILROAD.

No. 1 Astor House, No. 526 Broadway, No. 944 Broadway, No. 8 Battery place, Depot foot Desbrosses st., Depot foot Cortlandt st., Depot Jersey City, No. 4 Court st., B ooklyn, and No. 116 Hudson st., Hoboken.

BALTIMORE AND OHIO RAILROAD.

No. 315 Broadway, No. 1 Astor House, No. 526 Broadway, No. 944 Broadway, Depot foot of Desbrosses st., Depot foot of Cortlandt st., Depot Jersey City, No. 4 Court st., Brooklyn, and No. 116 Hudson st., Hoboken.

C. H. KENDRICK, Gen'l Pass. Ag't. N. Y. C. & H. R. R.
JNO. N. ABBOTT, Gen'l Pass. Ag't. Erie Railway.
D. M. BOYD, Jr., Gen'l Pass. Ag't. Penn. R. R.
L. M. COLE, Gen'l Ticket Agent B. & O. R. R.

SOUTH-SIDE RAILROAD OF LONG ISLAND.

SUMMER ARRANGEMENT.—On and after July 13, 1874, trains will leave South 8th st., Brooklyn, E. D., as follows: 8:30 A. M.—Mail for Patchogue and intermediate stations, connecting at Valley Stream for Hempstead and Rockaway Beach, and at Babylon with boat for Fire Island, and at Patchogue with stage for Bellport and Fire Place. 10:30 A. M.—Islip Accommodation, connecting with Hempstead and Rock way Beach. 1:30 P. M.—Babylon Accommodation, connecting with Hempstead and Rockaway Beach. 4 P. M.—Patchogue Express, stopping at Jamaica, Rockville Centre, South Oyster Bay, and Amityville, and all stations east except Brenlau and Babylon. 4:15 P. M.—Babylon and Fire Island Express direct. 5 P. M.—Patchogue Accommodation, stopping at all stations, connecting with Hempstead and Rockaway Beach. 6 P. M.—Babylon Accommodation, connecting with Hempstead and Rockaway. 7 P. M.—Merrick Accommodation, connecting with Hempstead and Rockaway. Boats leave Roosevelt st., New-York, 30 minutes before leaving time at South 8th st. Boats leave Grand st., New-York, fifteen minutes before leaving time. SUNDAY TRAINS leaving Bushwick Junction Depot: 9 A. M.—Sunday Milk, for Patchogue, stopping at all stations (Hempstead and Rockaway.) 10:30 A. M.—Sunday Rockaway Accommodation. 1:30 P. M.—Sunday Rockaway and Hempstead Accommodation. 3 P. M.—Sunday Babylon Accommodation. R. WHITE,
Master of Transportation.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.—After June 28, 1874, trains will leave Grand Central Depot:

8:00 A. M., Chicago and Northern Express, with drawing-room cars through to Rochester and St Albans.

12:00 A. M., special Saratoga Express; through time 5 hours and 40 minutes.

10:00 A. M., special Chicago Express, with drawing-room cars to Rochester, Buffalo, and Niagara Falls.

10:45 A. M., Northern and Western Express.

3:40 P. M., special Saratoga Express, reaches Saratoga 9:00 P. M.

4:00 P. M., Montreal Express, with sleeping cars from New-York to Montreal, Albany.

6:00 P. M., Express, daily, with sleeping cars for Watertown and Canandaigua.

8:00 P. M., Pacific Express, daily, with sleeping cars for Rochester, Buffalo, and Niagara Falls; also for Chicago, via both L. S. and M. C. Railroads.

11:00 P. M., Express, with sleeping cars for Troy and Albany. For trains as per Local Time Table.

C. H. KENDRICK, General Passenger Agent.

THE FLUSHING, NORTH SIDE, AND CENTRAL RAILROAD

Of Long Island. Short route to Babylon and Fire Island. Trains leave Hunter's Point at 8:20, 9:35 A. M., and 2, 4, 4:35, 5, 6 P. M. The 9:35 A. M. and 4:35 P. M. are fast Express Trains. For daily trains to Flushing, College Point, Whitestone, Great Neck, and all other stations see Time Tables. Ferry-boats leave New-York foot of James slip, East River, thirty minutes, and foot of Thirty-fourth st., East River, fifteen minutes previous to the departure of the trains at Hunter's Point. Tickets sold and baggage checked at James slip and Thirty-fourth street offices. Sunday trains leave Hunter's Point for Babylon, Hempstead, and all way stations at 9:15 A. M. and 4 P. M. Sunday trains to Flushing, College Point, Whitestone, and all intermediate stations, at 8:10 A. M. and 12:30, 2:30, 6, 8 P. M. For Great Neck and all intermediate stations, at 8:10 A. M. and 2 P. M. The 8:20, 9:35 A. M. and 4:00, 4:35 P. M. trains from Hunter's Point connect with boat at Babylon for Fire Island.

I. D. BARTON, Superintendent.

NEW-YORK, NEW-HAVEN AND HARTFORD RAILROAD.

After May 18, 1874, trains leave Grand Central Depot (42d st.) for New-Canaan Railroad at 8:05 A. M., 1, 4:38, and 5:40 P. M.; Danbury and Norwalk Railroad at 8:05 A. M., 3:15 and 4:38 P. M.; Housatonic Railroad at 8:05 A. M., 1 and 3 P. M.; Housatonic Railroad at 8:05 A. M. and 6 P. M.; New-Haven and Northampton Railroad at 8:05 A. M. and 2 P. M.; Newport at 9:00 A. M. and 1 P. M.; Boston and Albany Railroad at 8:05 and 10 A. M., 3 and 8:10 P. M., (7 P. M. on Sunday;) Boston (via Shore Line) at 1 and 9:10 P. M, (9:10 P. M. on Sundays.)

Way trains as per local time tables.

J. T. MOODY, Superintendent New-York Division.
R. M. REED, General Superintendent, New-Haven.

EXCURSIONS.

1874. LONG BRANCH RACES. 1874.

JULY 4, 7, 9, 11, 14, 15, 16, and 18.

The stanch and commodious steamers of the New-Jersey Southern Railroad Line will run as follows:

Leave New-York, foot of Rector st., Pier No. 8 North River, at 7:00, 9:40, and 10:45 A. M.; foot of 24th st., 10:30 A. M.

Returning from the Park immediately after the close of the races each day.

On the 9:40 trip, an extra boat will be in readiness to relieve the regular boat in case of an excessive crowd.

Fare for the round trip, including entrance to the Park, $2.

CHAS. P. McFADDIN,
General Ticket Agent.

W. S. SNEDEN, General Manager.

DAILY EXCURSIONS TO SEA CLIFF, landing at Whitestone, City Island, Glen Cove, Mott's Dock, and Glenwood, connecting by stage to Port Washington. Sea Cliff House now open. Steamer GENERAL SEDGWICK, New-York, Pier No. 27; Peck slip, second pier below the bridge, daily, (Sundays excepted,) at 9:15 A. M. and 5 P. M., stopping at 33d st. each way and Grand st. on the morning trip up and afternoon trip down. Excursion tickets to Sea Cliff, 60 cents. Large discount to Sabbath-schools and church parties. Apply to

No. 210 Canal st., New-York,
Or J. E. CORNELL,
No. 44 Court st., Brooklyn.

SATURDAY AFTERNOON EXCURSION UP THE SOUND.—The steamer NELLY WHITE will leave on SATURDAY, July 18, from foot Market st., East River, at 2:45, and 3:30 st. at 3 o'clock, for Norwalk, and return to the City about 10 o'clock, giving excursionists a fine cool sail and an opportunity to see all the public institutions on the East River. Excursion tickets, $1 25.

FOR EXCURSIONS.—SUNNYSIDE GROVE, AT Irvington, twenty-five min s up the Hudson, exclusively for Sunday-schools and temperance associations; Elm Park, College Point, and other groves. Steam-boats Wm. Cook, capacity 2,000; J. S. Underhill for smaller parties; barges C. C. Durant, and other. Apply to Capt. CHAS. ADAMS, No. 8 Battery place.

FORT LEE, PLEASANT VALLEY, AND SHADY Side Steamers from Spring st.—Sundays at 9, 10, and 11 A. M., and 1, 2, 3, 5:30, and 7 P. M., landing at 23d st. and 34th st. ten and fifteen minutes later. Daily, at 10 A. M., 2, 5:15, and 7:15 P. M. 30c. round trip.

FOR EXCURSIONS.—THE FIRST-CLASS STEAM-boat WILLIAM COOK, (accommodations for 2,500 passengers,) can be chartered. A. B. VALENTINE, No. 41 Jay st., New-York.

TO CHARTER—SALOON STEAMERS WM. COOK, J. WILKINS, and GEO. T. OLIPHANT; barges REPUBLIC, CHICAGO, BALDWIN, SARAH SMITH, and CALEDONIA. Eaglewood, Excelsior, Oriental, Raritan Beach, and Cold Spring Groves to let. No. 384 West st., opposite Christopher Street Ferry. Open evenings.

H. B. CROSSETT.

METALS.

PHELPS, DODGE & CO.,

IMPORTERS OF METALS,
TIN-PLATE, SHEET-IRON, COPPER, BLOCK-TIN, WIRE, &c.,
CLIFF ST., between John and Fulton, NEW-YORK.

THOMAS J. POPE & BRO.
METALS.
NO. 292 PEARL ST.,
NEAR BEEKMAN ST., NEW-YORK.

SUMMER RESORTS.

HOTEL FENIMORE, COOPERSTOWN,

OT

FANNY SHOTWELL'S TRIAL.

AN EXTRAORDINARY TALE.

CONTINUATION OF GEN. RODDY'S TESTIMONY —THE PRISONER'S EVIDENCE—STORY OF HER ALLEGED SUFFERINGS.

The trial of Miss Carlotta F. Shotwell, also known as Mrs. Carlotta Frances Roddy, the wife of Gen. Phillip D. Roddy, on a charge of stealing an opera glass valued at $15, and seven British sovereigns, was resumed before Judge Sutherland, yesterday, in the Court of General Sessions. The court was opened an hour earlier than usual, and was quickly filled to its utmost capacity by friends and acquaintances of the parties interested. The spectators listened with the deepest attention to the testimony, and appeared intensely interested in the extraordinary revelations disclosed on the witness-stand. Not an inch of space was vacant in the court-room, and many of those who managed to gain admission stood patiently the entire day. The prisoner, looking as self-possessed as usual, took her seat at the bar on the opening of court, and conversed pleasantly with her counsel, Mr. Algernon S. Sullivan. She appeared to suffer considerable physical pain, and was affected by a harrassing cough during the day. The complainant, Gen. Roddy, was accompanied by his private counsel, United States Commissioner Davenport and Ex-Judge Fullerton, and a large number of personal friends. The General seemed exceedingly nervous, and watched the prisoner intently.

On the opening of court Mr. Sullivan continued his cross-examination of Gen. Roddy, who testified that he knew Dr. Hart, of this City. Counsel here proposed to show that Dr. Hart attended the complainant while he was ill at the Ashland House, in the month of March, and also attended the prisoner at the same time, the bill for such attendance having been rendered to the complainant "for services to his wife," and paid by him. After some argument the evidence was allowed, and the witness replied that he learned the prisoner had been ill and had employed Dr. Hart. Complainant asked the doctor in whose name she had been sent for him, and he replied that she used the name of Mrs. Shotwell. He agreed to pay the bill, as he would do for any one who was ill, but not if she used his name. He remained up all night with her during the time she was indisposed to wait upon her.

The question of Mr. Sullivan, asking whether the demand of witness for the return of his papers did not apply solely to love-letters he had received from another woman, and the discovery of which had caused the prisoner to change her feelings toward him, was excluded by the Court.

Examination continued: Had never told Miss Shotwell that he had been married, or showed her a decree of divorce from his wife; had sought out many of Mrs. Shotwell's friends and tried all means to get her out of this larceny charge and other trouble which he considered he had brought on herself by driving witness to make this complaint.

In answer to Mr. Fullerton, Gen. Roddy testified that the prisoner had never come to Washington at his request. She threatened to expose him to certain parties in Washington; for that reason he accompanied her to New-York. On each occasion on which she visited Washington she made a demand for $30,000 to cease persecuting him. He promised to do every in the world for her, and said he would give her money whenever he could get it. She said she would follow him wherever he went, and added that she was acting under the advice of Mr. Waddleigh, who told her that witness could raise all the money he wanted. Prisoner followed him to the hotel offices, dining-room, and other parts of the buildings and all through the streets of Washington, although it was raining and the streets were muddy. Witness walked until he was tired, being accompanied by Miss Shotwell, who said she could walk further than he could. He then returned to the hotel, and so did the prisoner. During one of the prisoner's visits to Washington she said that if he gave her $1,000 she would return to New-York. Witness said he would leave the matter with any number of his friends, and abide by their decision. She pulled out a pistol and presenting it, said: "I have but one friend in the world;" witness took the pistol from her; she had shown him at another time a pistol at the Ashland House; witness had procured the prisoner board at the Ashland House out of sympathy and charity, she having informed him that she was starving and had slept for several nights in a free lodging-house; the $50,000 bond alleged to have been in prisoner's possession, had been stolen from him; in the different suits brought by the prisoner against witness, she had always borne the name of Shotwell; witness had made preparations in 1869 for sending the prisoner to France and Germany for two years to be educated, and had provided for her sustenance; she returned in about a month, and had spent all her money; had given the prisoner credentials to the head of an educational establishment in Germany, stating that she was to be the instructress of his (Roddy's) daughter.

Horace B. Brockway, one of the proprietors of the Ashland House, testified that Gen. Roddy had made the arrangements for the accommodation of Miss Shotwell, and had paid her bills. Had been directed by Roddy to try and get the opera-glass from prisoner and credit her with $25. The prisoner asked him to re-register her name on the book as Mrs. Roddy. Witness declined to do so. Gen. Roddy was her constant visitor, and had frequently been sent for by Miss Shotwell during her frequent illnesses. Witness paid the doctor's bills, which were made out in Miss Shotwell's name, and was repaid by Gen. Roddy. The General took a great interest in the prisoner, and treated her kindly.

This closed the case for the prosecution.

Mr. Bell, junior counsel, opened on behalf of the defense. He termed the case a private prosecution solely in the interest of Gen. Roddy, who had been convicted out of his own mouth as an adulterer and a bigamist. The object of the prosecution was two-fold—first, to get rid of the defendant, and to stop the prosecution commenced against the complainant. Roddy came into court attended by his own private counsel, against Miss Shotwell, and the counsel of the men Brook and Everett, who had been indicted for robbing Miss Shotwell, but whom she had never been able to bring to trial, because she did not possess the influence in the District Attorney's office that the complainant did. Roddy met the prisoner an innocent girl, and represented himself as being divorced from his wife. He was possessed with a wonderful command of affectionate language, and persuaded the defendant to sign a written agreement to live together as man and wife, the marriage, when it took place, to be secret, Roddy stating that he was fearful of the vengeance of his wife's relatives. He showed the prisoner a decree of divorce, married her according to their agreement, and the parties continued to live together as man and wife for years. Counsel would prove that Roddy had never given Miss Shotwell anything but what was absolutely necessary to her support, and it would be shown that when she followed him to Washington and elsewhere she was only imploring him to give her the protection of his home and name, which she had a right to expect.

The prisoner, Miss Shotwell, then took the stand, and, on being sworn, said her name was Carlotta Frances Roddy. She identified the opera-glass as the one found in her possession, but denied that she had ever taken it from Taylor's Hotel, Jersey City. The glass had been in her possession since the 1st of January last, and she had taken care of it ever since. Witness had seen the glass in her husband's room at the Arlington Hotel, in Washington; remarked it was very pretty, and put it in her pocket. Witness left Washington with Gen. Roddy; came to New-York; went to her residence at the Ashland House, and placed the opera-glass in her dressing-case. When in New-York Roddy visited her every day; when absent from the City, about once a week. The glass always remained in her possession; it had never been out of her hands except for a few minutes, when Gen. Roddy used it by her side in the theatre at Washington during her March visit; witness had never opened Roddy's trunk, or taken his property; had taken some love-letters from his room, which made her fearfully jealous; had never been questioned by Roddy about the alleged stolen property, and had not used any such unladylike language as asserting that she was smarter than he was. Witness did not remember anything she said when arrested, being fearfully excited. Her last amicable interview with Roddy was on the last day of April, in the St. James Hotel, Washington; came from Washington alone at the request of Roddy; at that time they were man and wife in every sense of the word; never demanded money from Gen. Roddy, or pointed a pistol at him; witness knew Gen. Roddy since November, 1867; was introduced to him at the Academy of Music by Mr. and Mrs. H. C. Marston. Boarded at that time with her mother at No. 66 West Fourteenth street. Roddy called on her repeatedly, and his relations toward her were those of an affianced husband. She was engaged to be married to him, and subsequently did marry him. Roddy became an unmarried man about two or three weeks after she was first introduced to him. He showed her a paper which he said was a decree of divorce from his wife. The paper was signed by a man named McDaniel, and his wife, of Tuscaloosa, Ala. Had not filled the relation of wife to Gen. Roddy until six weeks, at least, after this occurrence. Frequently, after they were engaged to be married, and previous to showing her the decree of divorce, Gen. Roddy had informed her that he had been for two years endeavoring to obtain a divorce, and soon expected a decision in his favor. The cause of his seeking for a divorce Gen. Roddy alleged to be the infidelity of his wife. Roddy then promised to marry her, and on the 3d of January, 1868, she received from him a certificate. Two weeks after this she went to live with Roddy as his wife at the Everett House, and subsequently at the Fifth Avenue Hotel and other places. They continued to live together as man and wife from that time until about the middle of last March. Except when Roddy was absent in Europe witness was nearly always with him. She sometimes lived separately, and alternated the names of Shotwell or Roddy, just as Gen. Roddy willed. He told her that it was necessary she should use the name of Shotwell, as his life and liberty were involved. He had always supported her, but she had never demanded sums of money; he had taken $3,000 of her own money, for which she had frequently asked him. She took the $50,000 railroad bonds as an equivalent, knowing they would depreciate in value. Witness stopped with Roddy as his wife at Taylor's Hotel, in Jersey City, for two days and three nights in March last. They occupied the same room. On the third night, after witness had found the love-letters, her manner toward Gen. Roddy was not as affectionate as usual, and he taunted her with indifference. On that night, for the first time, the relations of husband and wife which had existed between them since 1868, ceased. They parted amicably, however, and Roddy accompanied her to New-York. Witness proceeded to her residence at the Ashland House.

The prisoner was cross-examined by Mr. Fullerton, and indignantly denied that she had been betrayed by a former lover previous to meeting Gen. Roddy, or had brought an action against him. She had spoken with a lawyer about bringing an action for breach of promise of marriage, but the action had never been brought. Witness had never received $4,000 in settlement of that suit. On the 3d of January, 1868, she was married to Mr. Roddy at the house of Mrs. Caroline Sarah Wilkinson, in East Twelfth street. Roddy explained to her the marriage laws of the State of New-York, and they agreed to live together as man and wife, the marriage to be made public as soon as circumstances permitted. Roddy said he wished the marriage kept secret while his father-in-law, who lived in Texas and controlled his finances, lived. Roddy said that his father-in-law knew of crime which he had committed in Alabama, and he dreaded an exposure. Witness never remembered to have represented herself as Roddy's housekeeper. She had gone to the Mayor's office about seven months ago for a copy of a marriage certificate. She had commenced several suits against Roddy, and had brought a suit for divorce a few days before her arrest on the present charge.

At this stage, Miss Shotwell, who appeared to have suffered intensely during Mr. Fullerton's severe cross-examination, burst into tears, and, after some discussion, the further hearing of the case was adjourned until Monday.

NEW INDICTMENTS AGAINST CHARLICK AND GARDNER.

THEY ARE SIMILAR TO THOSE ALREADY FOUND—THE MAYOR'S ANSWER.

The only new feature of importance in the municipal muddle yesterday was the presentment to the Court of General Sessions of the new indictments found by the Grand Jury against Messrs. Charlick and Gardner on Wednesday last. The official announcement of the news did not create any excitement, as the public were generally prepared for its reception and had discussed the matter in all its bearings. What is generally thought of the new indictments, and the views of many respecting the partisan motives of Tammany Hall, and the desire of its leaders to exempt Commissioner Duryee from any criminality which might be attached to him in voting for the removal of the Inspectors, has been already stated. It was alleged yesterday that a motion to reconsider the indictments of Charlick and Gardner, and to include Gen. Duryee in them, was made before the Grand Jury, and the motion was lost by a small majority, after warm expostulation by the minority. The indictments, it is said, were also found by only a small majority of the jury. Mr. Charlick is out of town, but Mr. Gardner will probably give bail to-day for his appearance to answer the charges against him.

One of the new indictments, which are almost counterparts of the old ones, sets forth that on the 3d of November, 1873, the same not being a day of registration, one James Walsh was an Inspector of Election for the Fourth Election District, Eighteenth Assembly District, duly appointed by the Board of Police, and that Oliver Charlick, Peter Gardner, and Henry Smith, of the Police Board, while Walsh was not on duty, unlawfully and feloniously removed him from his office without notice in writing. The jurors charge that the said Charlick and Gardner were guilty of misdemeanor relating to the thirteenth section of the Election law. The second indictment is against the same parties for unlawful removal of an Inspector of Election for the Fifth Election District of the Eighteenth Assembly District, named Daniel Hughes. The third is for the removal of John J. Crowley, an Election Inspector of the Fourteenth Election District of the Eighteenth Assembly District.

Mayor Havemeyer is still reticent as to the character of his answer to the charges preferred against him. He arrived at his office at 11 o'clock yesterday morning, and was soon absorbed in routine work. The only officials who visited him were Controller Green and Chamberlain Lane, and they made a very brief stay. Late in the afternoon, before he retired to his home, a TIMES reporter was admitted to his chamber.

"I suppose you have come," said the Mayor, "for my answer, but it's not finished, and when it is I shall send it to Gov. Dix. There seems to be some mistake about giving it for publication. I certainly can't give it, because it would be indecorous to do so, but it will come out in due time."

"When will it be ready, Mr. Mayor?"

"I have been asked that question very often, and I am not able to answer it even now. It is probable that it will be completed to-morrow evening, but I shall peruse it carefully before transmitting it to the Governor."

"They have indicted Charlick and Gardner again. Did you hear of the fact?"

The Mayor shook his head. He seemed indisposed to be communicative.

A special meeting of the Board of Assistant Aldermen is to be held to-day to protest against the action of the Aldermen in "usurping the functions of the Common Council by calling for the removal of the Mayor."

MR. BERGH'S GOOD WORK.

Washington Williams was held in $300 bail by Justice Murray, at Jefferson Market, yesterday, on complaint of Mr. Henry Bergh, of the Society for the Prevention of Cruelty to Animals. Williams is a colored man in the employment of a firm on Broadway, near Bleecker street, owning a cider factory, who employ a large Newfoundland dog as the motive power in an apple-grinding machine. The tread mill—for it is nothing else—in which the unfortunate animal is daily placed and compelled to work is conspicuously placed in a front window to attract the attention of the passers-by. Mr. Bergh, who appeared in person, although in very poor health, stated to Justice Murray that he had already caused the arrest of another of the firm's employes, and the case was to have been tried at Special Sessions a few weeks past, but was postponed until the latter part of August, owing to his (Mr. Bergh's) bad health. The presiding Justices understood that the cruelty was to be abated until such time as the trial took place, and now it turned out that the poor dog had to go to work just as usual, notwithstanding the hot weather and the hydrophobia excitement. Justice Murray, after hearing the testimony, sided with Mr. Bergh and held Williams to answer. William F. Sinclair was found by one of Mr. Bergh's officers driving a horse attached to a Broadway stage covered with sores and entirely unfit to be on the road. Sinclair was also held in $300 bail to answer, by Justice Murray.

PAVING UPPER FIFTH AVENUE.

A deputation of property-owners, consisting of Messrs. L. F. Barry, William H. Raynor, Theodore F. Tomlinson, J. Preble, Thomas E. Vyse, and others, called on Mayor Havemeyer yesterday in relation to grading and paving Fifth avenue, from Ninetieth to One Hundred and Twentieth streets. The spokesman, Mr. Barry, said that the majority of the owners of lots had petitioned for the improvement, and that an ordinance providing for it had been passed. He hoped the Mayor would approve of the ordinance, as the avenue at the points named greatly needed being put in a proper condition. The Mayor, in reply, said he did not intend to oppose any improvement which a majority of property-owners who would have to pay the cost might require. He was opposed, however, to making improvements merely for the benefit of contractors. Mr. Barry said that nearly all the property-owners on whom he had called were in favor of having the work done. The Mayor then promised to give the matter due consideration, and repeated that he would not oppose any work called for by a majority of the owners of real estate who would have to pay for it. The deputation then withdrew.

AN EDITOR IN TROUBLE.

Yesterday afternoon Mr. John Edward Ireland, editor of the *North New-Yorker*, was arrested on complaint of Mr. John Flanagan, Justice of the Tenth Judicial District, for libel. In his complaint the plaintiff alleges that on the occasion of an action being brought in the Superior Court of the State of New-York, in the name of the people, to try the title of the plaintiff to the office of Justice of the Tenth Judicial District, Mr. John Edward Ireland, in the edition of the *North New-Yorker*, of June 3, 1874, published, in a conspicuous place in the said newspaper, the summons and complaint in the said case, for the purpose of bringing the plaintiff into disrepute, and to cause it to be believed that he was not elected Justice of the Tenth Judicial District. And that as heading to the summons and complaint he placed false and libelous matter. For all of which Judge Flanagan claims $1,000 damages. Messrs. Henry P. Stewart and D. T. Marshall, both of White Plains, went on Mr. Ireland's bail-bond in the amount of $2,000 each, and he was released from custody.

THE WORKINGMEN'S UNION.

The Workingmen's Union held a regular meeting at No. 327 Bowery last night, and elected the following officers for the ensuing half year: President, Hugh Dalton, of the Typographical Union No. 6; Vice Presidents, P. Daly, of the Varnishers and Upholsterers, and P. H. Cosgrove, of the Empire Lodge of the Carpenters and Joiners; Recording Secretary, E. H. Graeme, of the Stair-builders; Corresponding and Financial Secretary, Denis S. Griffin; Treasurer, John Wood, of the Painters; Sergeant at Arms, M. G. Shaw, of the Printers. Measures were discussed to effect a reorganization with a view of strengthening the Union, but no definite action on the subject was taken.

FREAKS OF A DRUNKARD IN NEW-JERSEY.

Thursday night a man named William Butler, who resides in Harrison township, N. J., left home to go in search of a physician to see his sick child. On the way he called at several saloons, and before reaching his destination he became nearly crazed with liquor. While in that condition he went into a saloon kept by an old man named Keegan, and commenced smashing things generally. He assaulted Keegan, and before the old man could escape he tore the clothes completely off his back. Several young children were served in the same manner by the furious madman. After breaking nearly all the glassware and furniture in the place, Butler picked up a butcher's steel which happened to be lying there, and raising it in his hand made a rush at Keegan, who had returned. The latter drew a pistol, and fired a shot over the madman's head, which had the effect of intimidating him, and he ran out of the saloon. He was finally arrested while breaking windows in another house, and lodged in jail to await trial.

WALL STREET INTERESTS.

PACIFIC MAIL AND THE PANAMA RAILROAD —MISCELLANEOUS NOTES.

As contrasted with the day previous business was rather brisk in Wall street yesterday, and the prominent speculative shares were dealt in extensively. The affairs of Pacific Mail and the Panama Railroad, which at present seem to be in an inextricable muddle, attracted no small share of attention. The Directors of the two companies at a recent meeting, held at the office of the Pacific Mail Steamship Company, appointed a joint committee to devise measures to harmonize the interests of both companies. The committee in question met yesterday, when the fact was developed that they had been unable to accomplish anything, and that there were insuperable obstacles in the way of the accomplishment of the object they have in view, namely, the lease of the Panama road to the Pacific Mail Company. The obstacles in question are of a legal character. Under these circumstances there was nothing to be done but to adopt measures to get around the law. The first step in this direction was taken by the adoption of a resolution to employ counsel to take the proposed consolidation of the companies into consideration, and suggest how it can best be effected. To add to the embarrassments of the Panama Company, it is stated that their Aspinwall agent, Tracey Robinson, has proved a defaulter, and the company, on Thursday, caused his arrest in this City. He was admitted to bail in the sum of $5,000.

The following are the regulations agreed upon by the managers of the four great trunk railroads:

First—Free passes or tickets of any kind will not be issued to any officer for the purpose of influencing traffic.

Second—Return tickets will not be sold at less than full passenger rates to live-stock drovers.

Third—Passenger agents are not allowed to issue free passes, and all passes now in their hands are revoked.

Fourth—The established through passenger rates adopted by the General Passenger and Ticket Agents' Association, with full proportions, will be collected upon all through tickets of every class.

Fifth—Only 100 pounds of baggage will be transported free upon each ticket sold, and all excess of weight will be charged for at tariff rates. An allowance of 250 pounds is made to trans-continental passengers.

Sixth—Summer excursion route tickets to places of public resort will only be sold during June, July, August, and September, at rates based upon not less than two cents per mile, and such tickets shall be so issued as not to reduce through rates between business centres, and shall not be sold to or from points west of Buffalo, Niagara, Johnstown, N. Y., Pittsburg, Wheeling, or Parkersburg, Penn.

Seventh—No other round trip tickets will be issued or accepted.

Eighth—Through rates from Boston to the West will be advanced to the sum of local rates by way of Albany, except that the maximum difference between Boston and New-York rates shall be $4.

Ninth—Through rates from other New-England points shall be advanced accordingly.

Tenth—The Erie, Baltimore and Ohio, and Pennsylvania Railroad Company shall sell, from Boston and points on the line north of the Boston and Albany Railroad, at $1 higher by way of New-York than the rates by way of Albany.

Eleventh—The same through rates shall be adopted eastward and westward.

The twelfth, thirteenth, and fourteenth rules, which have been hitherto published, reduce the number of local agencies, and provide for the limitation of tickets at other points, and no commission of any kind is to be hereafter paid upon the sales of tickets to outside agencies.

All connecting lines have been urged to take concurrent action, and the agreement is signed:

C. H. KENDRICK,
General Passenger Agent N. Y. Central Railroad.
J. N. ABBATT,
General Passenger Agent Erie Railway.
D. M. BOYD, JR.,
General Passenger Agent Penn. Cen. Railroad.
L. M. COLE,
General Agent for the Baltimore and Ohio road.

The Cashier and Chief Clerk at the Treasury Office, in this City, Mr. W. G. White, has been appointed. The intelligence of Mr. White's reappointment was received with great satisfaction as he is unusually esteemed.

The mortgage on the Cotton Exchange building has been extinguished. The property is valued at $200,000, and the annual rental is estimated at $20,000.

There was a marked advance yesterday in the securities of the Canada Southern Railroad Company, attributable, no doubt, to a report that arrangements are nearly completed for extending the road to Chicago.

FAILURE OF AN EXTENSIVE FURNITURE HOUSE.

Yesterday, in compliance with the requirements of the new bankrupt law, the firm of Messrs. Heyman & Mack sent a formal notification of their failure to their creditors. Messrs. Heyman & Mack were well known as manufacturers, and wholesale and retail dealers in furniture and bedding, at Nos. 388, 390, and 392 Hudson street. They went into business in 1863, and by their close attention to business soon acquired a large trade, which in a few years necessitated an enlargement of their workshops. For this purpose they leased the lot adjoining their premises and erected a building of five stories. An important part of their business was the fitting out of steamships and river and Sound boats. The cabin of the Pacific Mail Steamship Company's fine steamer Colon, which was much praised at the time, was fitted out by them, and was a good specimen of their skill. They had two branch establishments in the City, one in the Third avenue, and another in the Sixth. Their liabilities are about $90,000, and their assets a little more than one-third of that sum. On Monday there was an informal meeting of their creditors, but very little was done, owing to the fact that no action on their part would be valid without the notification required by the law. Next week a formal meeting will be held. Mr. Heyman, in conversation last evening, said he thought they would be able to effect a compromise with their creditors, so as to resume business. He said that they were all favorably disposed toward the firm, and would do what they could to relieve them. To the operatives, of whom they employed about 150, Mr. Heyman said the firm did not owe a dollar.

NEW-JERSEY REPUBLICANS.

In obedience to a call from Mr. Theodore Macknell, last year's President of the Republican Central Committee, the leading Republicans of Newark, N. J., met on Thursday evening in the various wards for the purpose of organizing for the Fall campaign. The meetings were largely attended, and the members present manifested their determination to carry the Republican interests to a successful issue. In nearly all the wards officers were elected for the various associations, and the greatest unanimity prevailed among the members. The New-Jersey State Republican Association will give a grand mid-summer festival at the Waverly Fair Grounds on the 22d inst., and will be addressed by Wells Brown, M. D.

THE POOR CHILDREN'S EXCURSION FUND.

The Trustees of the Poor Children's Free Excursion Fund acknowledge the following additional contributions:

Previously acknowledged	$4,816 38
Brown, Bros. & Co	100 00
E. H. V. J	50 00
T. R	50 00
Mrs. Henry Pellew	25 00
Robert M. Gallaway	25 00
L. R	20 00
J. H. B	15 00
S. (per *Tribune*)	15 00
J. T. B., (third annual donation)	10 00
Hon. Henry Romilly	10 00
M. C. V. (per TIMES)	10 00
D. L. M	8 00
Luke VI., 31 verse, (per TIMES)	6 00
Joanna (per *Tribune*)	5 00
Cash (per TIMES)	2 00
B. H. J. (per *Tribune*)	2 00
Kenneth & Hugh	1 00
Total	$5,170 38
Expenses of two excursions	1,443 74
Balance on hand	$3,726 54

Subscriptions may be sent to
William Hunter Duncan, No. 11 Nassau street.
Charles H. Marshall, No. 38 Burling slip.
Theodore Roosevelt, No. 32 Maiden lane.
George H. Brodhead, No. 3 Wall street.
Edward King, No. 73 Broadway, Trustees.

A POLICEMAN ACCIDENTALLY SHOT.

At 2 o'clock yesterday morning Patrolman Savercool, of the Twenty-eighth Precinct, while on post, heard the sound of a policeman's club calling for assistance. The officer hastened to respond to the call, and while he was running in the direction of the sound his revolver fell from his pocket and was discharged. The bullet from the pistol took effect in his ankle joint, causing a painful though not serious wound.

ARRIVALS AT THE HOTELS.

Judge Richard Busteed, of Alabama, is at the Everett House.

Chief Engineer Charles H. Loring, United States Navy, is at the Union Square Hotel.

Prof. Alexander Winchell, of Syracuse University, is at the Hoffman House.

Henry A. Richmond, of Buffalo, and Thomas C. Durant are at the Windsor Hotel.

Capt. Richard M. Hill and Capt. Alfred Mordecai, United States Army, are at the Glenham Hotel.

Col. James Forney, United States Marine Corps, and Hon. M. P. Bemus, of Mayville, N. Y., are at the Fifth Avenue Hotel.

Senator Powell Clayton and family, of Arkansas; Bishop D. S. Doggett, of Richmond, and Rev. J. A. Williams, of Baltimore, are at the St. Nicholas Hotel.

CITY AND SUBURBAN NEWS.

NEW-YORK.

Sarah Brady, nine days old, died suddenly at No. 48 Watts street yesterday.

There will be music in the Central Park today, at 4 o'clock, if the weather is fine.

John Horn, three months old, died suddenly, yesterday, in First avenue, near One Hundred and Fifth street.

Albert Bogart, of Greenburg, Penn., was seriously injured by being accidentally thrown from a wagon in Battery place yesterday.

John Toomey, of No. 65 Mott street, had his right foot crushed, yesterday, by a box of woodenware falling on him from a truck in Maiden lane.

The body of an unknown man, about forty years old, was found in the river at the foot of West Fourteenth street, and was taken to the Morgue.

Mcretz Habichinsky, three and a half years old, fell from the roof of a shed in the yard of No. 57 Bayard street, yesterday, and was seriously injured.

John Frobord kicked Peter B. Nealis in the stomach, yesterday, for which Justice Murray, at Jefferson Market Police Court, held him in $1,000 bail.

Frank Cassidy, aged thirty-six, of No. 222 Twenty-first street, Brooklyn, while at work at No. 56 Beekman street, fell from a ladder and was seriously injured.

The first bale of this year's cotton crop which has reached this City was raised in Cameron County, Texas. It was sold at auction yesterday for thirty-six cents a pound.

Among the passengers on the Hammonia which arrived at Castle Garden, yesterday, were some 600 Mennonites. They bring with them $100,000, and are going West.

At 6 P. M. yesterday Haldine Sanbellar, eight years old, of No. 473 First avenue, went to bathe at the foot of East Forty-fourth street and was drowned. The body was not recovered.

The steamer Drew, of the People's Line, while on her way from Albany yesterday morning, and when just off Tarrytown, broke her shaft. The passengers were delayed some hours in consequence.

Edward Madlinger, the German tailor, tried on Wednesday for arson, and in whose case the jury could not agree to a verdict, furnished $5,000 bail, yesterday, in the District Attorney's office, and was released.

Edward Delene gave $500 bail before United States Commissioner Shields yesterday, to answer a charge of having given a bad $10 bill to Anna Hoplick, of No. 19 Bleecker street, knowing the same to be a counterfeit.

The inquest in the case of John Parker, who died at Bellevue Hospital on Tuesday last from wounds received at the hands of James Williams, during a fight on Thompson street, was postponed until Monday next, at 11 o'clock.

The new Jones' Wood Colosseum will be inaugurated on Sunday and Monday by a series of mammoth musical entertainments, in which 100 instrumental musicians and 600 vocalists will participate, under the direction of Carl Bergmann.

The body of a drowned man, twenty-four years old, was found in the river at the foot of West Twenty-sixth street. He had dark brown hair and smooth face, and was dressed in a dark linen striped shirt, white undershirt, dark pants, and low shoes.

Timothy Conner and James Glihin, who were arrested on a charge of being concerned in the robbery of the Welsh miner, Richard R. Jones, at the Western Railroad Hotel, gave bail in the sum of $3,000 each before Judge Wandell, yesterday, at the Tombs, and were discharged from custody.

Margaret Wood, of No. 553 West Thirty-ninth street, was held in $1,000 bail by Justice Murray, at Jefferson Market Police Court, yesterday, on a charge of stealing two gold watches from Thomas Young, of No. 241 West Twenty-seventh street, in a house on Tenth avenue, near Thirtieth street.

Among the passengers of the steam-ship Hammonia, which arrived from Hamburg yesterday, were 600 Mennonites. They are going West, but as yet have not decided on any particular locality. They bring with them about $100,000 in drafts on Messrs. C. B. Richard and Boas, of this City.

It was expected that at the meeting of the Commissioners of Charities and Correction yesterday some action would be taken by the board in reference to the proposed amelioration of the condition of William M. Tweed. No report on the subject having been received from Warden Liscomb, of the Penitentiary, the matter was not touched upon.

Yesterday morning Miss Ada Williams, of No. 144 West Twenty-seventh street, was arrested and taken before United States Commissioner Shields on complaint of Margaret Dutton, who charged her with giving her a counterfeit $10 bill on the 29th ult. knowing the same to be bad. Miss Williams was discharged, the evidence not being such as to sustain the complaint.

On Thursday night, Thomas Reilly, of No. 241 Elizabeth street, was robbed of $150 in the house No. 120 Prince street by a girl named Annie Sullivan. He gave information of the affair to Capt. Williams, of the Eighth Precinct, who at once made a raid on the house, and arrested Annie and ten other occupants of the den, four males and six females. The prisoners were all arraigned at Jefferson Market Police Court yesterday, before Justice Murray. The alleged thief was held in $1,000 bail for trial, and all the others were fined $10 each. The proprietor of the den was not to be found.

BROOKLYN.

With the exception of the offices attached to the Department of City Works, and that of the Mayor, the offices of the City Government are now closed daily at 12 M.

Extensive preparations are being made by the members of Long Island Lodge No. 382, F. and A. M., for their annual picnic, which takes place at Myrtle Avenue Park, on Monday afternoon and evening, July 20.

William Toiping, aged sixteen, fell on a circular saw while adjusting a belt, yesterday, at the kindling-wood factory of Daniel Webber, No. 44 Johnson avenue, and received injuries from which he died a few hours afterward.

Mayor Hunter and Controller Schroeder met yesterday, as Commissioners of the Sinking Fund, but transacted no business of importance. The statement of balances June 30 shows a debit balance of $3,340,062 43, and a credit balance to an equal amount.

Inquiry is being made by the proper authorities, into some irregularities which are alleged to exist in connection with the repair gang of the City Works Department. Men have been, it is said, drawing pay under assumed names, who perform no work in return.

Mrs. Mary Kirwin, aged twenty-two, of No. 231 Twenty-third street, charged before Justice Delmar, yesterday, that on the previous evening she was severely beaten by Mrs. Slatter, her mother-in-law, by Miss Slatter, her sister-in-law, and John Kirwin, her husband. The examination in the case will take place next week.

The case of Frederick Strouse, alias Segismund Kraus, charged with bigamy by Fanny McCarthy, in marrying her in 1873, while his first wife was still living, was concluded yesterday, in the Court of Sessions. The particulars of the case have already been published. Strouse was found guilty, and sentenced, by Judge Moore, to the Penitentiary for four years and six months.

Coroner Whitehill concluded the inquest yesterday in the case of Julius Slesch, who was killed on Saturday while riding on a Nostrand avenue car which came into collision with a "dummy" of the South-side Railroad at the corner of South Eighth and Fifth streets. The jury held James Townly, the driver of the horse-car, responsible for the accident, and he was held to await the action of the Grand Jury.

LONG ISLAND.

Michael, son of Mr. Mortimer D. Howell, while fishing at West Hampton, yesterday afternoon, fell from a boat, and was drowned before assistance could reach him.

On Wednesday evening last Mr. and Mrs. Hayte, residing at Queens, attended the wedding of a lady friend at Foster's Meadow. On their return home late in the evening, and when near their residence, their horses became frightened at some object lying in the road, and starting suddenly forward, Mr. Hayte and his wife, who were sitting on the back seat, were thrown backward from the wagon. Mrs. Hayte struck on her head, which was badly hurt, and she received internal injuries besides, which caused her death in a few hours.

NEW-JERSEY.

The public schools in Paterson closed yesterday for the Summer vacation.

A new school building is to be erected at Lake New, near Paterson, at an expense of $10,000.

The Board of Education of New-Brunswick will require $13,562 for the support of the public schools next year.

A young man named Christopher Shaffer was drowned Thursday afternoon while bathing in Bound Brook. The body has not been recovered.

Eddie Miller, aged six years, was run over by a heavily-laden ice-wagon in Elizabeth, yesterday, and fatally injured. He is still living, but no hopes of his recovery are entertained.

Israel Munson, a well-known resident of Paterson, died yesterday morning at his residence in West street. Many years ago he received a wound in the temple from the horn of a cow, and a few weeks ago the wound developed into a cancer, which finally reached the brain and caused death.

During the prevalence of a heavy thunder-storm Thursday, a boy named Bloodgood, who was peddling oysters through the streets of Perth Amboy, was struck by lightning and instantly killed.

The corner-stone of a new Presbyterian church in Caldwell was laid Thursday, with appropriate ceremonies. Rev. Charles T. Berry, the Pastor, officiated, and he was assisted by several clergymen.

The residence of J. J. Barrett, in East Orange, was entered by burglars Thursday night, and robbed of a quantity of silverware and household goods valued at $400. The same place was robbed a short time ago.

The troubles of the Montclair Railway have been settled, and trains connecting Montclair and New-York will commence running regularly on the 20th inst. The residents along the line of the road are rejoiced in consequence.

On Thursday afternoon, while the Hamburg steamer Silesia was leaving her dock in Hoboken, she ran into a sail-boat containing two men, and swamped it. Small boats were at once lowered from the steamer, and the men were rescued.

Yesterday morning Christian Nibbe, a stevedore, who was engaged in unloading the steamer Franklin, at the Stettin Docks, Hoboken, was struck in the breast by a swing of iron, and probably fatally injured. He was taken to St. Mary's Hospital.

While some boys were throwing stones in Paterson yesterday, one of them named James McGrogan, received a blow on the head from a stone thrown by a lad named Van Orden, which inflicted a dangerous, if not fatal wound. He was taken home and medical attendance promptly summoned.

An attempt was made Thursday night to destroy a row of nine unfinished brick buildings in Bloomfield by fire. The flames were discovered and extinguished, however, before they had gained any headway. It is expected that some of the workmen whose wages are in arrears set fire to the buildings. They belong to the Watsessing Land Company.

Nicholas Quinn, the gate-tender at the Jersey avenue (Jersey City) crossing of the Pennsylvania Railroad, who was injured by a locomotive a few days ago, died yesterday morning at the City Hospital. The Resident Physician says delirium tremens, from which Quinn was suffering when brought to the hospital, was the immediate cause of death.

During a thunder-shower at Blairstown, Thursday, a barn belonging to Deidrich Deats was struck by lightning. Deats and two workmen who had repaired to the barn for shelter, were paralyzed, one of them having his clothes badly torn. The two workmen soon recovered, and on making an examination found that Deats was dead, the lightning-bolt having penetrated his brain. The barn was not materially damaged.

Patrick Pomderly was overcome by the heat while working in a field belonging to Henry J. Woodward, in Roselle, Thursday, and fell to the ground unconscious. He was laid under a tree and restorative promptly applied, but without effect; as he died in about two hours. The body was allowed to remain at the foot of the tree until yesterday morning, when County Physician Terrill had it carried into the house and properly cared for. The unfortunate man was a stranger who had applied to Mr. Woodward for employment on Wednesday.

The body of Otto Leyser, the young man who committed suicide by shooting himself on the Bremen dock, in Hoboken, a day or two ago, was yesterday claimed by his brother, who resides in Williamsburg. The latter stated that he received a letter from his brother about a year ago, in which he declared his intention of killing himself, but as nothing further was said about it no attention was paid to the threat. A few days ago Otto called at his brother's residence and requested the loan of money to see his parents. The body will be interred in the cemetery of Hoboken.

ANOTHER PLEA FOR WATER.

It may be remembered, says the *Pall Mall Gazette*, that on the evacuation of France by the German troops last Summer, an English correspondent brought to notice the extraordinary suffering of a Bavarian regiment which moved by Sedan, which had no fewer than seven men brought into that place insensible from the effects of heat, of whom two died the same night. The discussion aroused on the subject had the effect of calling to it the special attention of German medical men, and more particularly of those who had served in the field. The general testimony of these appears to be to the effect that the Prussian system of enforcing entire abstinence from liquids throughout the march is chargeable with the chief part, or even the whole, of the evil. The almost invariable practice in 1870 was, on halting near water, to stop all access to it by a guard, the old notion of the service being that a heated man must never be allowed to chill himself by drinking. So stringently was this rule maintained, that no hardship did it prove to be, the chief instances of open violation of discipline reported during the campaign are said to have arisen from efforts made by thirsty soldiers to force their guards. But the fact is, according to the present view, that the non-liquid system may answer for a man in full training; but that many men, privates on the march perspires heavily, and his body cannot support the consequent exhaustion of moisture without suffering. In fact, the sort of heat apoplexy from which the troops suffered, while civilian pedestrians escape it, is believed to have been largely caused by the adherence to this mistaken practice. Such is the present theory of the best German medical men, and it is in accordance with it that the chief military journal of Berlin has recently published conspicuously the orders on this head issued by Gen. Herzog to the Prussian troops called out in 1870. The Germans, it